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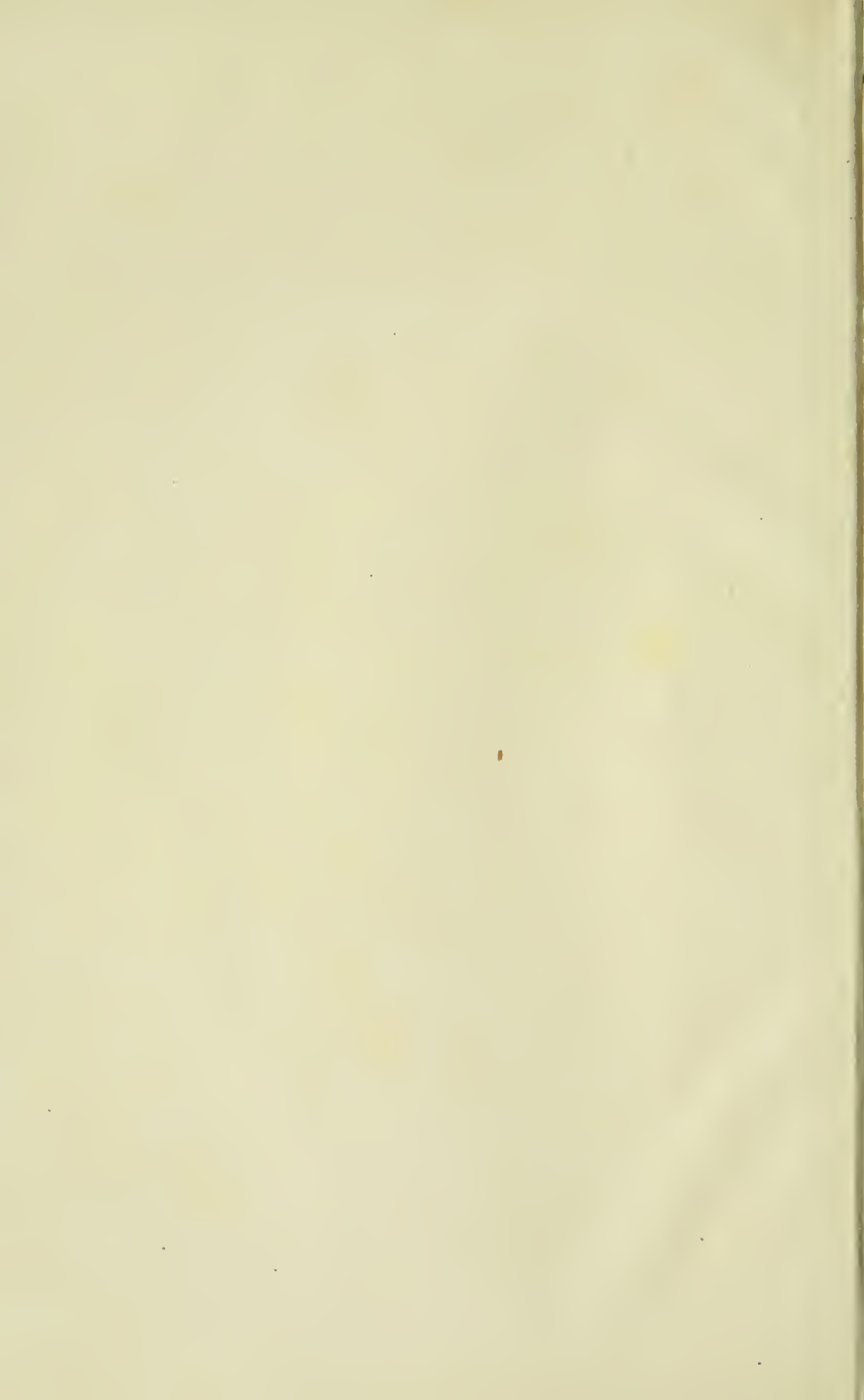
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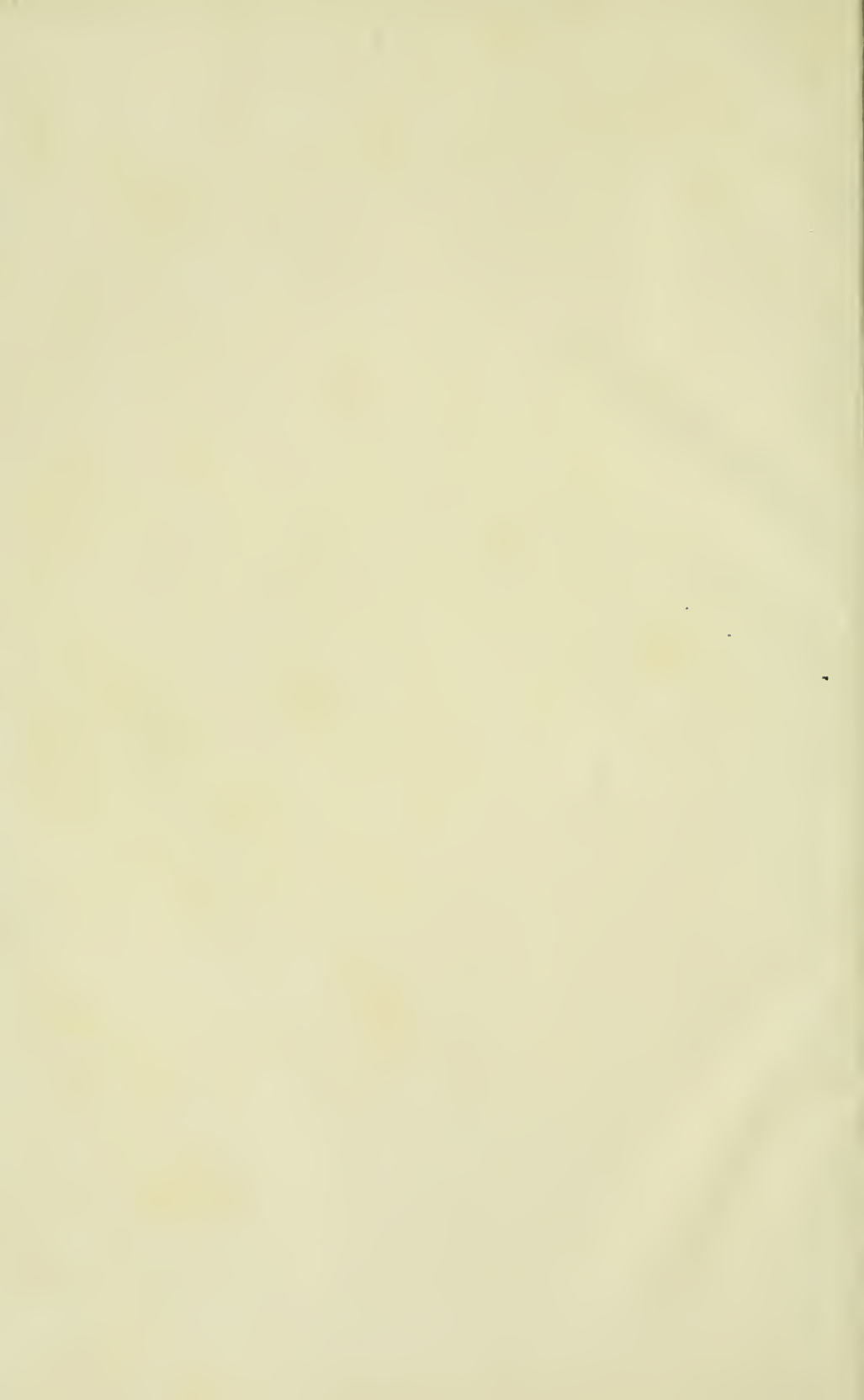
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ANNUAL REPORT

OF THE

Commissioner of Railroads and Telegraphs,

TO THE

GOVERNOR OF THE STATE OF OHIO,

FOR THE YEAR 1867.

PREPARED BY

GEORGE B. WRIGHT,

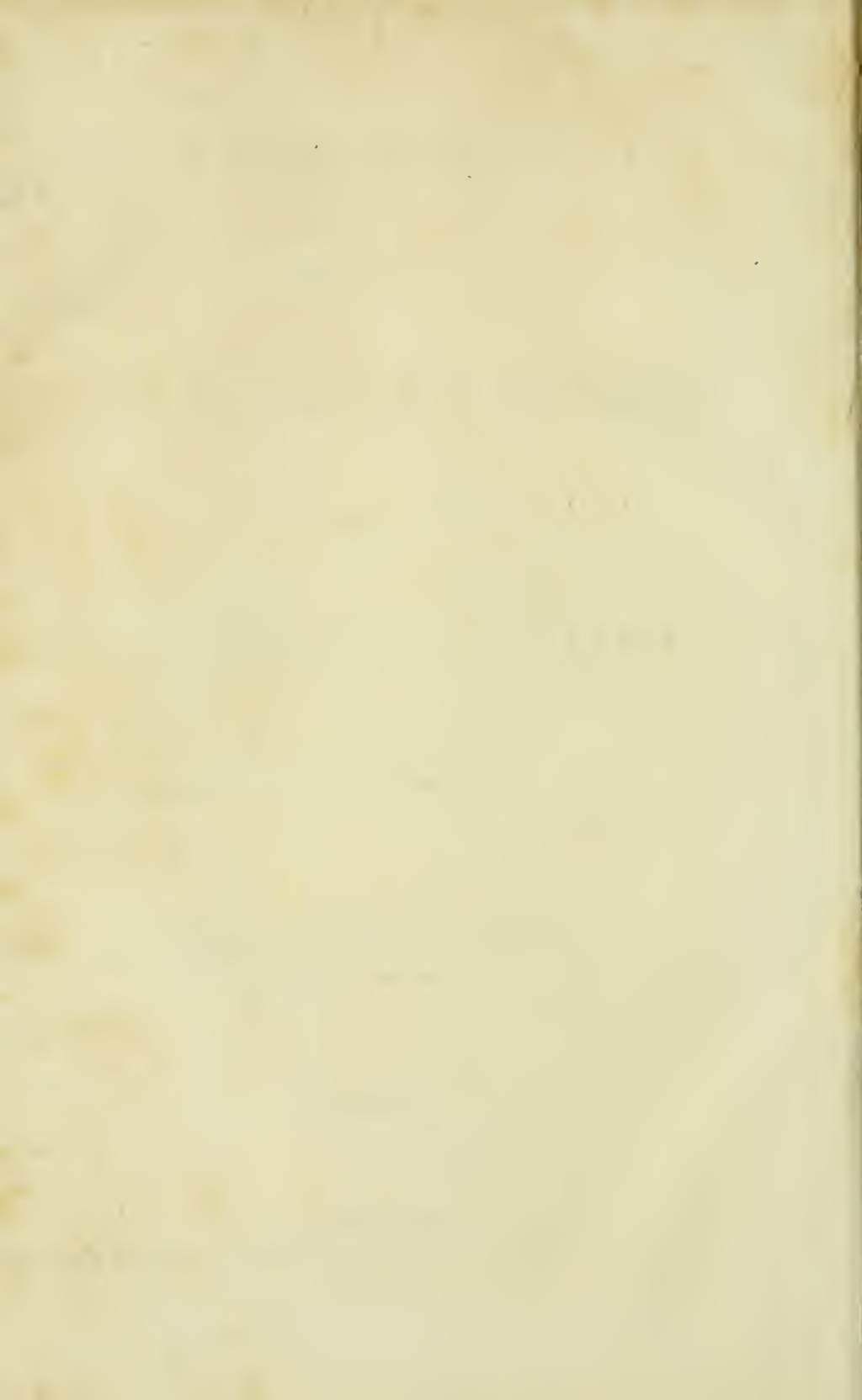
COMMISSIONER.



COLUMBUS:

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1868.





REPORT OF COMMISSIONER.

To His Excellency the Governor of the State of Ohio :

SIR:—In obedience to the requirements of the law, I have the honor of submitting my first annual report of the condition and affairs of Railroad and Telegraph companies in the State of Ohio.

The law creating the office of Commissioner was passed on the 5th of April, 1867, and requires a report to be made on or before the first day of January following. In so short a time it will hardly be expected that the first report of the Commissioner will be as perfect, the statistics as complete, or the matter as fully and clearly presented as the magnitude of the subject demands. I must content myself with giving briefly such information and facts as I have been able to gather in the time allowed.

As soon after entering upon the duties of the office as it could be prepared, I issued Circular Number I., of May 1st, 1867, which will be found in the appendix to this report. I attempted in this to give my understanding of the law, and the duties and obligations imposed by it. To this circular I received prompt response from most of the railway companies of the State, and, from all who expressed any opinion on the subject, cordial approval of its terms. Upon the general plan laid down therein I have acted, seeking every opportunity to gain information and acquaint myself, as far as possible, with the condition and wants of railway companies, their defects and failures to comply with the laws in force intended for their regulation, and the necessities of the public growing out of their construction and use in the State as a mode of transportation. To this end I have hastily passed over nearly every railroad in Ohio, and, as far as possible, conferred with the officers, making such general inquiries and examination of the lines as would enable me to understand their geographical position and general character. This specific duty was not imposed by the law, but I have found it highly beneficial, and I trust not without some advantage to the public. I have been cordially received and courteously treated by all the officers, and the information derived from these visits will, for the most part, be found in the brief history and condition of the roads, given in another part of this report. I have, at the same time, been in correspondence and communication with the people living on the lines of the several roads, and investigated, as far as possible, every complaint made to me. These complaints will also be brought to your notice.

THE IMPORTANCE OF THE RAILWAY INTERESTS OF THE STATE.

By those who have not given special attention to the subject, the magnitude of this interest and its importance to the State is but slightly understood or appreciated. Whilst the State is yet in its infancy, and the railway system but partially developed, there is enough to satisfy any candid and observing mind that the day is not far distant when Ohio is to be among the first, if not the first, State in the Union in respect to railway advantages and facilities. A glance at the map of the country and railways already projected, discloses the important fact that Ohio lies directly in the line of railway communication from our great commercial cities in the east to those on the Pacific coast; and it can not be long before the line of travel from the Atlantic to the Pacific, and even to China and the isles of the Pacific, will lie directly through our own State. This fact should not be lost sight of in any efforts to perfect and popularize our railway system.

So far as the territory of the State is concerned, we are somewhat in advance of our growth and necessities in the establishment of railway facilities; and many of our railway companies have been painfully reminded of this, in their meagre receipts, and the insolvency and ruin which have been entailed upon many of the original proprietors and early projectors. But we are fast recovering from this by the rapid development and increasing population of the State, increased traffic, the adoption of schemes for the reduction of capital stock and debt, and the consolidation of lines having a common interest; but we must not forget that there are lines within the State, dependent almost entirely upon local traffic, which are still struggling under heavy embarrassments, yielding no dividends to stockholders, and unable to secure favorable connections or to accommodate the people on their lines as fully as is desired. The abandonment of these lines would be a serious calamity to the people, and their claims for protection and fostering care ought not to be disregarded. We must also keep in view the important fact that all but one of the great trunk lines now established, reach the eastern boundary of our State, and stretch out their arms for connections and traffic to lines west of us, draining a territory of immense magnitude and incalculable resources; besides, not a few of the railway companies having their origin and early struggle in Ohio, have already acquired vast interests, extending beyond our western boundary, into the States of Indiana, Illinois, Missouri, Iowa, Wisconsin, and even other western States. These considerations make the railways of Ohio and their management a subject of vital importance, not only to the present stockholders and all who travel or do business over them, but to future generations, and millions of people who are to occupy our places a few years hence. We are entirely unconscious of our rapid growth and prosperity until the quick return of

a decade, when the statistician foots up the columns and discloses to our view an increase of two, three or even four fold. That railways have much and even more than any one other interest to do in producing these results, every intelligent mind will admit. Let us then enter upon the examination of these interests without prejudice, in a spirit of fairness and liberality, and with enough of State pride and wise regard to our future to encourage further improvements in this direction, and establish for ourselves and for our State a lasting reputation for wisdom and foresight in the management of her great internal interests.

It will not be out of place or at variance with the duties implied in the creation of the office of Commissioner, to point out and call attention to such defects and evils in our railway management as have come under my observation, and, as far as possible, correct public sentiment in regard to many things which are not fully understood or are misapprehended.

We have now built and in operation in the State of railway—

Single main track.....	2,805 169-1000 miles.*
Double main track.....	84 470-1000 miles.
Length of branches.....	406 930-1000 miles.
Side track.....	427 832-1000 miles.
Total miles of iron in Ohio.....	3,877 091-1000

The total amount invested in the construction and equipment of these lines, as they stood on the 1st of July, 1867, as shown by the returns of the several companies in the State, is—

Capital stock.....	\$92,528,515 80
Debt.....	72,020,382 89
Total present cost.....	\$164,548,898 69

Thus giving to the stockholders 3,877 091-1000 miles of railway equipped, at a cost of \$42,441.33 per mile.

This does not include the amount sunk by concessions and surrender of stock and debt, made by many with a view to relieve the companies from embarrassment, or the millions of dollars lost by the original stockholders and creditors, who parted with their interests at merely nominal prices, in many cases not yielding them one-tenth the interest on their original investment. The only recompense to this large class is the enhanced value of their other property, the development of the State, and the enlarged facilities for commerce and general business, which are common to the whole public.

The number of persons now employed in managing and operating the railways in Ohio, as appears from the returns of the several companies, is 18,778.

*152 690-1000 of this is double gauge

The aggregate amount of the gross receipts of the several companies, reported to me for the year ending June 30th, 1867, from all sources, is \$43,512,001.40, and the aggregate amount of Federal, State and other taxes paid by them during the same period, is \$869,472.39. This, of course, includes the earnings and taxes of those companies reporting, whose lines extend beyond the limits of the State.

Thus may be seen, at a glance, the present magnitude and importance of this interest to the State.

THE NATURE OF RAILROAD PROPERTY.

In this State all our railroads are the result of incorporated organizations or companies. The right of way, embankments, masonry, bridges, ties, iron, machinery, locomotives, cars, buildings, and all other property necessary for the construction and operation of a railroad, have been brought into existence and are now managed by private corporations, in which the State has no pecuniary interest, and to which no liberal grants have been made by the Federal Government. These corporations have been created by legislative enactments, commencing as early as the year 1832, and continuing to the present time. This privilege of being a corporation is conferred on individuals by special or general law, and is called a franchise.

It must be remembered that a private corporation is one founded by private individuals, the stock which represents the property being owned by private persons, and is distinguished from a public corporation, which is created by the Government for political purposes, or whose stock is owned exclusively by the Government. The charter of a private corporation is a contract protected and made inviolate by the Constitution of the United States, and implies an obligation on the part of the State for the quiet enjoyment and unimpaired security of the privileges so granted, and cannot be subjected by subsequent legislation to obligations not imposed in the charter, without the consent and acceptance of the corporation, unless the power to do so is reserved in the charter itself.

EARLY LEGISLATION.

In much of the early legislation, in the creation of railway corporations, the rights and limitations embraced in the charters were based upon an entirely erroneous and false idea of the mode of using the roads and conducting their affairs. This will be strikingly illustrated in the terms and conditions laid down in the various charters, in reference to the rates for the transportation of passengers and freight, which will be brought to your notice in this report.

The subsequent legislation by enactments for the amendment of charters, and the passage of general laws for the acceptance or rejection of

older companies, and under which alone new companies could be organized, has rather tended to complicate and embarrass our railway system, than to simplify and perfect it, and cure the evils contemplated. It is a question worthy of careful consideration whether, even at this late day, it is not best to so revise the charters and general laws relating to railways, with the concurrence of the railway companies themselves, as to place all on a just and equal footing; or if it cannot be done in whole, to such parts as operate unjustly and unfairly.

The time allowed for this report will not admit of more than a simple reference to this fruitful subject.

Great inconvenience and serious loss have been entailed upon many companies, and more will doubtless be experienced in future, on account of the omissions and obscurity of powers granted in the charters and general laws under which these corporations were organized. From the earliest history of railways in Ohio to the present time, more or less controversy has existed between the companies and citizens, prejudice has been engendered, legal controversies have sprung up, and unjust legislation has been sought, and doubtless in some instances obtained, until now it is deemed almost impossible to correct evils which ought to have been provided against in the organic laws or charters. It is not too late, I trust, to remedy some of these evils.

WHAT POWER THE LEGISLATURE NOW HAS OVER RAILWAY CORPORATIONS.

How far the Legislature may now go in its exercise of power over these corporations, is not settled or distinctly specified by any decision of our Supreme Court, to my knowledge. It was undoubtedly implied and expected, in every grant made for the organization of a railway company and the construction of a railway in Ohio, that it should be so built, maintained and managed, that the public should be reasonably accommodated, and their persons and property promptly and safely transported over the road. The public has rested upon this implied obligation, and given up nearly all other modes of travel and transportation, and in many localities the people are now entirely dependent upon this mode of commerce and communication. What then shall be done, when, through misfortune, general bad management, financial embarrassment, or vicious combinations, a railroad which has become to some localities the only mode of outlet, is suffered to run down, its track and machinery neglected, its officers and agents demoralized, and human life and property endangered in passing over it? If no power exists with the Legislature beyond an inspection and inquiry into its affairs, or a revocation of its charter when some provision of it is violated, the public as well as the

stockholders have only to submit to the present evils, lest by agitation they bring upon themselves worse calamities.

It is contended and believed by many that the dependence of these corporations upon the public for their income and support, is and will be a sufficient regulator; that in our State the multitude of railroads and other means of transportation, operating as competitors for public patronage, will prevent all impositions, and that any attempt to regulate or manage their affairs by legislation, is both injudicious and unconstitutional.

I cannot, without making this report too long, specify the numerous and various provisions in all the charters now in force, the amendments and changes involved in the acceptance of subsequent general laws, and the many discrepancies between them, arising out of judicial sales, reorganizations and adjustments. A careful compilation and digest of these laws would undoubtedly be of great service to the companies and future legislators, as well as to the public. A few will be brought to your notice.

The right and propriety of some supervision and regulation by the supreme power of the State, has been conceded and acquiesced in by most of the railway companies, and it may be stated as a general principle and well settled law, that although "no power be reserved to amend or repeal the charter of a railway company, it is nevertheless subject, like individuals, to such police laws as the Legislature may from time to time enact for the protection and safety of citizens, and the general convenience and good order." These laws, although they may impose duties and liabilities other than those contained in the charter, or existing when it was granted, do not impair the obligation of the contract implied therein. Its property and essential franchises are protected by the Constitution of the United States; but the company itself is not thereby placed above the laws. It could not have been the design of that instrument to disarm the States of the power to pass laws to protect the lives, limbs, health and morals of its citizens, and to regulate their conduct toward each other, and the mode of using property so as not to injure each other. A company may undoubtedly be required to blow a whistle, ring a bell, put up sign-boards, station men with signals, stop its trains at certain crossings, erect fences and cattle guards along its track, or to use any other reasonable precautions, either in the construction of its road and machinery or in their operation, for the safety of passengers or of the public generally.

The general police power of the State, by which persons and property are subject to all kinds of restraints and burdens, in order to secure the general comfort, health and prosperity of the State, so far as natural persons are concerned, has never been questioned; and it is certainly

calculated to excite surprise and alarm that the right to do the same with regard to railways, should be made a serious question. That many or even most companies would do all these things for their own interest, presents no reason why the Legislature should not make it obligatory upon all.

CONSOLIDATION OF LINES.

The early history of nearly every road in Ohio is one of struggle and embarrassment. Scarcely ten per cent. of their cost of building and equipment was subscribed and paid by citizens of the State, or those living on their lines. Hence the first necessity arose to borrow money to build the roads. The capital was not in the State, and resort was necessarily had to foreign aid. Bonds were issued and thrown upon the market by millions of dollars. Agents were employed in all the eastern cities, at large per centage, to dispose of these securities. The capitalists of this country and Europe were attracted by the large discounts offered, and extravagant reports of what the companies would do when their lines were opened. The first issues of stock and bonds were found insufficient to build the roads, and a second, third, and even fourth series were sometimes issued before the road was opened for business, each series bearing a heavier discount in the market than the one preceding. The expectations of large earnings when the lines were opened, were not realized, and not unfrequently bonds were sold at great discount to pay interest or dividends not earned. Reports of large earnings, costing more than or fully equal to their amount, were made to inspire hope or maintain failing credit. Original proprietors and creditors became discouraged and sold their interests at heavy reductions, and dividends and interest were suspended, and suits of foreclosure commenced. Then followed plans for reorganization and adjustment of stock and debt, nearly all of the remaining values passing into the hands of foreign capitalists or other companies, who were compelled to ignore old claims and adopt more economical and stringent rules, until we have now little left except the roads themselves, under the control and management of foreign capitalists, many of whom have made sacrifices equally as heavy, in proportion, as our own citizens. They are undoubtedly so managing their own affairs as in their judgment will yield the largest profit on their investment.

This has induced many projects for consolidation and connection with leading trunk lines. The most eminent talent and business experience is now employed in perfecting arrangements for great through lines. At the head of many of these corporations are men who own and control millions of stock, and have only to assert their power and influence in a certain direction, and their will becomes law. Independent and profit-

able lines, not willing to yield to the demands of these railway kings, are threatened with parallel lines, and if they are still obstinate, the lines are speedily built. The present effect of these movements seems to be highly favorable in perfecting the various competing lines, and affording cheap and rapid transportation from, through, and into all parts of the State. What its effect and influence may be in future, and how collateral branches not in the immediate line of connection may be affected, it is difficult to foretell; nor is it a subject, it seems to me, over which the State can exercise any control, so long as the companies are not in violation of our laws or the charters under which they are organized.

It will be interesting to mark the effect of these consolidations upon the interests of the State. It must cheapen and facilitate transportation at all points where competition centers; and as these centers are scattered all over the State, and exist at important points in other States, and influences traffic coming into or passing through the State, it would seem that a large majority of our population must be benefited, while a few having but one outlet and deprived of this competition, will be compelled to submit to higher rates, and witness rival towns and cities springing up around them, to the prejudice of their own growth and prosperity.

My attention has been called to this by complaints made against certain companies, for charging *lower* rates on certain classes of freight for distances of ten, twenty, fifty, and even one hundred miles further distance from the point of shipment than the locality of complainants. Petitions have been presented asking for the passage of a law requiring railway companies to transport all passengers and freight at rates proportioned to distance.

In my responses to these communications, I have not attempted to go fully into the discussion of this question, nor can I now do so. A few leading facts and principles, however, already alluded to in this report, must not be lost sight of:

First: Our State lies directly in the natural line and channel of railway travel east and west.

Second: It is for the interest of the State to retain this position, and attract the largest possible amount of traffic through its territory, and afford such freedom and facilities as to discourage the building of competing lines north and south of her, and the driving of freight and passengers into other channels.

Third: Large amounts of freight concentrate at Cleveland, Toledo, Cincinnati, and other places in our own State, and at Chicago, St. Louis and other cities in States west of us. These freights seek an eastern market by rival and competing lines. West bound freights, in large amounts, are also consigned to these places, and rates are established and controlled at the point of shipment.

Fourth: Any attempt to control or limit rates on this traffic by State legislation, must tend to favor one line to the prejudice of another, or so embarrass all the lines as to drive the traffic into other channels.

Fifth: So many considerations are involved in establishing rates, that it would be impossible to legislate to meet every contingency: the amount offered, kind and quality of the article to be transported, its regularity and distribution throughout the year, the facility of handling, loading and unloading, the distance to be transported, the grade and curvature, and the competition; all go into the account in making a tariff of rates.

The efforts now being made to consolidate various lines, will have great influence upon this question, and it seems to me it must, in any event, work advantageously to our citizens in developing the resources of the State, building up manufactories, fostering and encouraging every branch of industry, and ultimately cheapening transportation.

Following naturally in this connection is the question of

THE PRESENT TARIFF OF RATES FOR THE TRANSPORTATION OF PASSENGERS AND FREIGHT.

Every railway company in Ohio, or every corporation out of the State, owning and operating a line in this State, derives its power and professes to exercise its rights and privileges under charter or general laws regulating this class of corporations, passed by our own Legislature. It is now a little over thirty-five years since the first special charter for building and operating a railway in Ohio was granted. Since that time more than 270 railway companies have been incorporated by special enactment and under general laws. Scarcely any two of these numerous charters will be found exactly alike. A compilation and comparison has been commenced, but is not sufficiently perfected to present in this report. So numerous and various have been the enactments and changes involved in attempting to regulate and perfect the system, and in the sale and reorganization of many, that great doubt and uncertainty exist in the minds of many legal gentleman in the State as to the *actual* chartered powers and privileges now enjoyed, by a large number of companies.

I shall only attempt in this report to bring to your notice the provisions of the charters and general laws under which the companies now in operation were organized, relative to the rates for transportation. This is done in connection with an abstract of the tariff of rates furnished me by each company, so made as to disclose the rates from one terminus to another, and taking such other distances, as could be found by stations on each line of road in the State, as would furnish a fair average of the whole line. In this examination I have been surprised to find that very few companies are governed by the rates limited in their charters or the law under which they were incorporated, on many articles transported; and

that nearly all companies admit that the rates furnished me, and for the most part published, are not adhered to in all cases. It is a little remarkable that the charter of the first company organized in the State, having more amendments, and having been subjected to more changes, perhaps, than that of any other company in the State, still retains the following provision as to rates: "They (the company) shall have power to charge for tolls on passengers, goods, produce, merchandize or property of any kind whatsoever, transported by them or others along said railway, any sum not more than the tolls charged on the Ohio canals, on the same kind of goods, merchandize, produce or property of any other description, or passengers going in the same direction." Similar provisions are contained in many other of the early charters. Undoubtedly these provisions were intended to apply to a mode of transportation similar to that adopted on the canals and turnpikes, where any number of carriers could place their own conveyances and charge such rates as they might agree upon, over and above the tolls paid to the company or State owning the canal or turnpike. Those companies chartered at a later date, for the most part, are allowed to charge "Not to exceed three and one-half (or three) cents per mile for the transportation of passengers, and for property not exceeding five cents per ton per mile, when the same are transported a distance of thirty miles or more; and in case the same are transported for a less distance than thirty miles, such reasonable rate as may be, from time to time, fixed by said company." A few charters have no limit fixed other than "reasonable rates." I respectfully refer to the abstracts, and notes and quotations given under the rates of each company.

It is contended by some railway officers that it was never intended by the Legislature, in limiting the rates on property to five cents per ton per mile, that companies should make no discriminations in rates between property of great and small value, or that occupying large and small space: for example, that a chest of tea weighing one hundred pounds and valued at one hundred and twenty-five dollars, should be carried at the same price per ton, or pound, as one hundred pounds of iron ore or stone coal, not valued at one hundredth part so much; or that a horse valued at several thousand dollars should be transported in a special or separate car, or with others of like value, at the same rate as one or more of the value of one hundred and fifty or two hundred dollars; or that wool, feathers, furniture, or other light but bulky articles, should be carried at the same rate per ton as pig iron or other heavy articles.

While these examples clearly show the *injustice* of the law, I respectfully submit, whether upon its clear wording and fair construction, the passenger, shipper or consignee may not demand the terms limited therein, and whether, under the laws and decisions governing common carriers, any railway company can refuse to transport passengers or any property

ordinarily subject to transportation by rail, when offered and the legal rate tendered.

The introduction of railways as a mode of transportation has necessarily raised new questions touching the duties and obligations of common carriers, the settlement of some of which, by legislative enactment, would be of great value. In this connection I desire to call your attention particularly to the subject of

PASSENGER RATES FOR LESS DISTANCES THAN THIRTY MILES.

Several railway companies in this State whose charters allow them to charge "such reasonable rates" as the company may, from time to time, establish, for transporting passengers a less distance than thirty miles, have adopted certain rules and regulations to induce all passengers to purchase tickets, when on sale, before entering the cars. The following quotation from the book of rules governing ticket agents and conductors, of one of the companies, will fully explain the matter :

"LOCAL PASSENGER TARIFF.

WITH INSTRUCTIONS.

Local Rates. (On the cars.)	Ticket Rates.	Local Rates. (On the cars.)	Ticket Rates	Local Rates. (On the cars.)	Ticket Rates.
25	10	65	40	105	70
25	15	75	45	115	75
35	20	80	50	120	80
40	25	85	55	130	85
50	30	95	60	135	90
60	35	100	65	140	95
				150	100

RULES GOVERNING CONDUCTORS.

"Conductors must collect *full local* rates from all passengers over 12 years of age who are not provided with tickets or passes. From all children over 5 and under 12 years, *half rates*. Children under 5 years, *free*.

"The attached tariff of ticket rates is for the use of Ticket Agents *only*, and contains, in detail, the discounted rates at which passengers can procure Tickets at the Offices of this Company. To avoid the necessity of enlarging the book by printing the entire Local Tariff, I furnish you above a Schedule of the *Basis* on which the discounts are made.

"By referring to the Discounted Tariff, the rate there given to the Station desired, compared with the corresponding rates as given in the above Local Tariff, will give you the local rate.

"Collections must be made to the first regular Station at which trains stop, but in no instance must collections be made for a distance over 29 $\frac{3}{4}$ miles.

"When fares are collected to points short of the passenger's destination, they must have ample time to procure Tickets to such destination. Should passengers come on the Train who are unable to procure Tickets on account of the Agent's absence, or having no Tickets to sell, you will collect to the next Station, at the rates given in the Agent's Tariff.

"Conductors will report the absence of any Agent from his Station when trains are there."

The "local rates," it will be observed, are assumed to be regular, while the ticket rates are called "discounted tariff;" when in fact, the local *ticket tariff* is, in most cases, the maximum allowed by law, and in some cases above that.

It will be seen by this table that the excess of fare charged to passengers who fail to procure tickets, ranges from fifty to one hundred and fifty *per cent.* advance over regular ticket rates.

A great number of plans have been resorted to in this country to compel passengers to purchase tickets before entering the cars. The most successful of these is the inclosing of all passenger trains at depots, so as to compel every passenger to reach the cars through a gate or door, admitting but one person at a time, at which an agent or officer of the company can be stationed, requiring every passenger to exhibit a ticket before passing. Several objections are urged to this plan. It is inconvenient and often annoying to passengers, and it cannot be adopted at all stations, without involving greater expense than in some cases the fares would amount to. Another plan adopted by some companies is to furnish the conductor with what are called "draw-back tickets," for which an excess over the regular ticket rate is charged; these tickets the conductor is required to sell to every passenger found on the train without a ticket. The tickets are bound in a book, with a stub showing the amount received by the conductor from the passenger, and returned with his report. The excess is noted on the ticket held by the passenger, and is received by the company in payment of other fare, or redeemed in money on presentation at any ticket or other disbursing office of the company. Another, and the most common rule adopted in this State, is to charge the passenger found in the car without a ticket, an excess of five cents on all fares of less than one dollar, and ten cents, or ten *per cent.* on all fares over one dollar. All of these plans have failed to secure public approval, or the invariable purchase of tickets before entering the cars.

In my correspondence with railway companies on this subject, I find they base their right to establish these rules and charge the excess fare upon the provision of their charter, or the law allowing "reasonable rates" for less distances than thirty miles, and insist that the "board of directors, acting under oath," are the sole judges of what is a "reason-

able rate." They also give as a reason for adopting these regulations, the inconvenience and annoyance suffered by conductors in collecting fares on the cars. Where stations are frequent and a large number of passengers are passing into and from the cars, the delays in making change, the efforts of some passengers to avoid payment altogether, or to avoid, deceive and annoy the conductor; and above all, the absence of any perfect check upon the returns of the conductor, and the *temptation* and *opportunity* afforded for every conductor receiving fares directly from passengers, to retain the same and make no report or return of the money thus received, to the company. All these arguments are urged in justification of stringent rules to induce passengers to purchase tickets; and no one who has examined the subject can doubt the necessity and propriety of some uniform rule, if one can be made, to require all passengers to obtain tickets. The attention of the conductor to his train and the passengers should not be distracted by the collection of fares, and above all, no direct temptation to steal should be placed before him.

On the other hand, the public, or at least those who object to the regulation, say that it is unjust to exact from them an excess of regular fare, when they, by unavoidable delay, such as the detention of other conveyances, steamboats, omnibuses, hacks, and trains on other roads, or the difference in time of watches, and from many other causes, reach the depot or train but a few moments before the time for starting; or, when at the depot, ignorant of the time left to get aboard, or fearing that they or some of their family or party may be left; or unable at once to find the ticket office, or, knowing its locality, find it thronged with eager applicants for tickets; or, in ignorance of the rule, it not being applicable to all roads, they get aboard without tickets, and when aboard and fare paid to the next stopping place of the train, or within thirty miles, to compel them, especially in the case of ladies or feeble persons, to get out and purchase tickets, at the risk of accident or of being left, is both unjust and unreasonable, and, in their opinion, contrary to law.

A positive and definite rule allowed by law and adopted by all railway companies, with a reasonable discretion left to the conductor, would undoubtedly be of service in educating and inducing all passengers to purchase tickets before entering the cars. But without such legislation, I doubt the authority, as well as the policy, of companies to exact the excess fare in many cases which will occur. But I am told the question is now pending before our Supreme Court, and a decision may ere long be expected. I have also submitted the question to the Attorney General for examination, and his communication on the subject will be found in the Appendix to this report.

This is a fruitful source of controversy and annoyance between the public and railway companies, and must continue so until some uniform

rule is established. In many of the governments of Europe, where railroads are owned and controlled by the government, and the most rigid military rule prevails in all departments of railway management, at all important stations passengers are required to purchase tickets and exhibit them to the guard before passing to the inclosure where the cars stand; a waiting room is provided, and the trains at all important stations are inclosed, and no one allowed to pass from the waiting room to the cars until the train is in and the signal given. If a passenger enters the cars without a ticket, as he may do at small stations, he pays the regular ticket fare to his place of destination, to the conductor, who enters in a book, carried for the purpose, the station from and to which the passenger goes, and the amount received; and the passenger sitting next is called upon to witness the entry. I see nothing in this system superior to our own inventions, and only allude to it as one of the many adopted to secure full and accurate returns by conductors.

THE FREE PASS OR DEAD-HEAD SYSTEM.

Among the evils attending our present railway system is that of free passes, or "dead-head" tickets, as they are called. Stockholders and railway officers have applied to me to furnish statistics on this subject. This I have not been able to accomplish fully, but I respectfully submit the facts and conclusions I have arrived at from the examination I have been able to give this subject.

It seems there is no uniformity among companies on this subject, each company adopting general rules and regulations for itself, which are subject to many exceptions. The habit seems to be general with all companies to carry the following classes of persons free, whether traveling on business of the company or not:

First: All officers, agents and employés of the company.

Second: The families—for the most part—of all officers, agents and employés of their companies.

Third: Annual passes are exchanged with the principal officers and agents of all companies in the State, and with many out of the State, whether having business connection with them or not.

Fourth: All government mail officials and agents.

Fifth: All officers and agents of express and transportation companies doing business over their lines.

Sixth: Officers and operators of telegraph companies.

These six classes constitute a vast multitude, many of whom avail themselves of their free passes to travel for pleasure, on private business, or to transact business for others, for which they are liberally compensated.

It is difficult to classify the others who enjoy free passes. All com-

panies do not adopt the same policy in this matter. Among those, however, who are known to enjoy free passes on most of the roads in the State, are judges of the courts, members of Congress, State and County officers, including members of the Legislature, editors, publishers and correspondents of newspapers, keepers of public houses, steamboat captains and clerks, many leading merchants and large shippers, and many others. These classes of persons enjoy passes on roads in their immediate neighborhood almost without exception, and not unfrequently, on application, obtain them over connecting lines extending for thousands of miles. Indeed, I may justly say that none of the above named classes who are willing to receive them, or who make application for free passes, are ever or often refused. It may be asserted as a general rule, that scarcely any man of influence in the State, can be found, who does not enjoy a free pass on one or more railroads in the State, if he has ever made application for it.

In addition to those already mentioned, is a large class of beggars and indigent persons, who, through the interposition of friends or their own importunities, manage to get all their personal transportation free.

Stockholders would be startled to see the amount of "dead-head" mileage in Ohio. From the statistics I have been able to obtain, I am convinced that the amount exceeds one million dollars annually. But this is not the only bad feature of the practice; its demoralizing effect on railway officers, agents and employes, as well as the public, is very great. Though the issue of a free pass is not always intended, and often does not operate, as a bribe, yet its effect is very much the same. On many minds it is all powerful in silencing complaints, in preventing criticism or furnishing excuses for derelictions which ought to be exposed or freely discussed. The press is almost silent on the subject of railway management, or indulges in violent personal attacks or highly complimentary notices, seldom, if ever, freely and fairly discussing railway management. The railway men fear these violent newspaper attacks, and also fear injustice or injury may be done them by refusing a free pass, which requires no paying out of money.

An officer of one of the leading roads in the State lately told me the following incident in his own experience: A large shipper, doing a business of \$10,000 or more a year, over his road, called on him and requested a free pass. He told him the company had adopted a rule not to give free passes to shippers. The shipper left, satisfied that the rule was a just one, if made general. In less than ten minutes afterward a newspaper man who had never contributed one cent to the company, in business or fare, and who was in receipt of considerable sums, monthly, for advertising and printing, called and requested a free pass, and it was given him without hesitation or objection.

"Why did you give it to him?" I inquired.

"Because," said he, "I was afraid to refuse; he might write and publish a scurrilous article that would injure my company and line more than the value of forty passes. We have not the moral courage to refuse, and the system can never be abolished until *all* companies unite, or Congress passes laws on the subject applicable to *all roads* in the country."

This railway official admitted that the rule not to issue free passes to shippers was not universally applied; that at points where they encountered sharp competition with other roads, any large shipper could obtain a free pass, and that the free pass system was resorted to by all companies to influence business and popularize their routes.

With many companies the issuing of free passes is not confined to one officer, but the privilege is enjoyed by several; or passes are signed in blank and distributed for use at discretion, or for certain purposes; and beside, many persons travel free by the courtesy and at the discretion of conductors and other agents, in opposition to the rules of the company. These conductors and agents, seeing the freedom exercised by officers, take unauthorized liberties in granting passes to personal friends, relatives and others.

The system excites jealousy and ill feeling in the minds of those who are refused, while they see others who have done nothing to build and advance the interests of the roads traveling free, and in some cases at their expense, they being stockholders. It is notorious that free passes are enjoyed by many who never do anything for railway companies, except perhaps to keep silence; and it is very questionable whether their silence is of any advantage either to the companies or the public. I cannot regard the free pass system otherwise than as a great evil, and one demanding the prompt and thorough action of stockholders. I know of but one way to cure it—a thorough and entire abolition of the whole system, leaving the issue of free passes to the discretion, perhaps, of one single officer of a company, and he of the highest order and character, and with firmness enough to refuse all applications except those of actual charity. Or if all applications for free passes were referred to a committee of the board of directors, the number would be greatly reduced.

To such magnitude has the evil grown, that it seems to me it would be better for the country, the railways themselves, and especially stockholders, if *every* person, officers, employes and all others were required to pay fare, except when on actual duty on their own road. If all companies could be induced to adopt some uniform system and adhere to it, the evils of the system could be avoided. But there is little hope of this. The officers are in fault; they will not adhere to their own solemn pledges to each other. They distrust each other, and this distrust runs through all their transactions. Freight and passenger tariffs and other arrangements,

solemnly fixed and agreed upon in convention, are violated immediately after adjournment, and while a portion of the public are temporarily benefited, the great mass of the people are injured, and all railway management brought into dishonor and distrust.

In this matter a wise lesson may be drawn from the management of many European roads, on which no free passes are given. Even an employe when off duty, cannot ride on his own road without paying fare, and even when on duty cannot carry any article of freight, even a crock of butter or a basket of eggs, for his own use, without paying regular rates. I am not able to suggest any mode of correcting the evil, except through the officers themselves. All attempts to correct it by legislation will doubtless prove ineffectual, as it has in other States where attempted. A rule adopted by all railway companies, on this subject, however stringent, if made *uniform* and universal, would be readily acquiesced in. Undoubtedly the Legislature could by law prohibit the members and all State and county officers from accepting free passes, or riding on railways at less than regular rates of fare, attaching pecuniary or disqualifying penalties for violations; but the propriety of this, while others enjoy the privilege, may be questionable.

COMPLAINTS.

The law makes it the duty of the Commissioner, "Whenever it shall come to his knowledge, either upon complaint or otherwise, or he shall have reason to believe that any of the officers, employes or agents of any railroad in the State, are violating any of the laws of this State relating to railroads, to examine into all such violations; and if such complaints shall be found true, he shall report the same to the Governor with his annual report, to be laid before the General Assembly."

As the laws regulating railroads in this State now stand, this is a very difficult and arduous duty. It would require the constant employment of a large number of persons to record the daily instances of violations of law, and a still larger number to examine into them fully. There is not a railway company in the State, to my knowledge, that is not in daily violation of some of the laws on our statute books. These violations relate to tariff rates and discriminations, signs at crossings, fencing and cattle guards, officers and agents holding stock and interested in express, dispatch and fast freight and transportation companies, and the like. A large number of companies give little or no heed to many of these statutory provisions, and in my interviews with many of the officers they confess to a profound ignorance of the laws. In passing over one of the roads of the State, with the President of the company, who is one of the oldest railway men in the State, and who enjoys the reputation of being a good

lawyer, I called his attention to the absence of signs or warning boards at road crossings on his road.

"Why," said he, "are they required by law?"

In all my interviews with the active managing men of railways, I have found a similar ignorance of the laws, sometimes of the simplest provisions, and in some instances a total indifference to them. And yet nearly all of these gentlemen *intend* to be law-abiding citizens, and are free to suggest statutory provisions to aid them in operating their roads successfully. This ignorance and indifference have, in many cases, grown out of the extreme poverty of the companies, they having been so absorbed in the effort to maintain their existence and operate their embarrassed and crippled roads, that they have lost sight of, and, in many cases, ignored the rights of the public, and disregarded the just claims of citizens, or postponed them to the satisfaction of those they regarded as higher and more important. And when citizens have attempted to enforce their rights through courts of justice, they have been worried with continuances, delays and appeals, or the assertion of mortgages or superior liens, and in some cases insolvency, until in many localities the people have become disgusted with and embittered against railway management, and in some cases, perhaps, rendered incapable of just and fair judgment toward the companies. This condition of things has in many cases afforded an excuse to officers, agents and employes of railway companies, to impose upon citizens, and to treat them either with indifference or partiality. Railway officials are sometimes arbitrary and harsh in their intercourse with other citizens, and neglect to respond to inquiries and demands made upon them promptly or courteously, seeming to forget or to be entirely indifferent to the fact that their business depends entirely upon public favor and patronage. The following copy of a notice found by one of our citizens during the past summer, posted in a railway office in the city of Rome, Italy, would not be out of place in most of the railway offices of this State: "The employes of the society ought not to forget that they are paid by the public, and that the passengers have a right to be treated by them with the greatest civility and care."

On the other hand railway officials complain that the people do not observe the law toward them; that on the slightest provocation or offense they will resort to violence and litigation; that obstructions are put upon their tracks whereby serious damages and losses are incurred and innocent lives lost or jeopardized; that their obligations to build and maintain fences, and other engagements and contracts, are disregarded and violated, etc., etc. Thus ill feeling and controversy are engendered and kept up.

To cure these troubles, resort has been had from time to time to the Legislature, and here controversy is again renewed, resulting sometimes

in the passage of laws of doubtful constitutionality, and if so regarded by railway companies, are contested at an expense which few individuals would be able or willing to incur. All these controversies are, however, rapidly yielding to the improving financial condition of the companies, and a better understanding between them and the people.

Many complaints grow out of the condition of things above mentioned, and frequently disclose some personal ill-will growing out of old embarrassments or personal prejudices against officers or agents. Of the specific complaints made to me I submit the following:

On the 10th day of May last I received a communication from a firm, dealing in lumber, etc., of Canton, Ohio, complaining of the Pittsburgh, Fort Wayne and Chicago Railway Company, in regard to its tariff for the transportation of certain kinds of freight, alleging that the company charged, on fourth-class freight from Chicago to Pittsburgh, \$60 per car load, and on the same class of freight to Canton, *one hundred and two miles shorter distance*, \$85 per car load; and that they were then, and had been, paying \$73 per car load on lumber from Chicago to Canton, when the rate to Pittsburgh was less than \$50 per car load, and claimed that this discrimination in favor of the Pittsburgh dealers was unjust and to their prejudice. They also stated that "millers on the east part of the road shipped grain through from Chicago to Pittsburgh, and then back to their mills, and saved money by it." Complainants further claimed (I quote from their communication), that "the railway company, to save themselves from loss in consequence of their foolish competition, make us, who built the road, pay the losses, to the benefit of those east and west of Ohio, who have no interest in the property of the railroads or the welfare of the people." They claimed that \$60 per car load being the rate from Chicago to Pittsburgh, it should be about \$45 from Chicago to Canton. The purport of the communication was that the rate should be in proportion to the distance.

As this seemed a striking and clear case, and as I had not been furnished with a tariff sheet by that company, I immediately opened a correspondence with the president of the company, on the subject, and also visited Canton and made inquiry and investigation into the case. My examination and correspondence with the company, satisfied me that the rates on grain and lumber from Chicago to Pittsburgh, were subject to fluctuations and changes, depending mainly upon the competition at Chicago, and that the discrepancy between rates from Chicago to Pittsburgh and Chicago to Canton, on the class of freight mentioned, was about as stated; but that while the rate to Canton was comparatively very high, still it was under the maximum rate fixed by law, and therefore there was no violation of law or the charter claimed by the company. Five cents per ton per mile from Chicago to Canton, a distance of 366 miles,

on a car load of ten tons, would be \$183, while the amount actually charged, \$85, is but 2 32-100 cents per ton per mile; and at \$60 per car load from Chicago to Pittsburgh, a distance of 468 miles, the rate is but 1 28-100 cents per ton per mile. Should the same rate per ton per mile be charged from Chicago to Pittsburgh, as from Chicago to Canton, the shipper or consignee at Pittsburgh would have to pay about \$108.57 per car load; while, if the Canton consignee could enjoy the same rate per ton per mile, as is charged to Pittsburgh, he would have to pay but \$46.84 per car load. I have been thus specific in stating this case, because the same principle is involved in several other complaints from other localities and against other companies.

The claim made by all those objecting to less rates for long than for short distances, is, that it compels the local traffic to bear the burden of the through, and gives those living at places where competition favors them, an advantage in trade and business over those living where they have but one outlet, and who cannot avail themselves of this competition. It has been the experience of some towns in the State, that the operation of this system has withdrawn capital and enterprise from them to other towns and cities where its benefits can be enjoyed. To such an extent does it operate at some points in the State, that it gives to the large manufacturer and shipper a handsome profit on a year's business, over the one who is located where he must submit to local rates. It is said that flour, whisky, and other products can be and are shipped from points from one hundred to one hundred and fifty miles east of Cincinnati, and other places where active competition exists, at local rates, and reshipped from thence to New York or other eastern cities, *back over the same road*, at less rates than they can be shipped directly from the first point of shipment—thus subjecting the freight to at least one additional handling, and from two to three hundred miles further hauling, to secure the lowest through rates. If this large discrepancy in rates continues, it must have the effect of building up certain towns and cities, at the expense and to the prejudice of others.

All railway companies against which these complaints are made, justify their course on the ground of self-preservation. In the particular case before us, it is claimed by the company that they are compelled to carry freight from competing points at low rates or not at all. They are there (at Chicago), they say, "met with active, ceaseless competition, and rates fluctuate much upon the same principle as the prices of commodities, governed as they are by the laws of supply and demand, while at other points where there is little or no competition, the rates are higher and steadier."

Again, when these and similar complaints are made on other roads, the same argument is presented, and, in addition, that they are met with competition by the Ohio canal, and that *the State* thereby compels them

to adopt rates to and from certain points where they come in competition, lower than to places at less distances from and to place of shipment; that they are controlled, in a great measure, in their rates, to points off from their own road, by rates established by others; that, in making rates, railway companies are compelled to take into account the character of the freight to be handled, the distance transported, the amount offered, the competition, and many other considerations, and that so long as their rates are *below* the maximum fixed by law, no State officer has any right to interfere or call it in question; and if, in the transportation of valuable articles, or those occupying large space, or requiring much and careful handling or warehousing, they *should exceed* the legal rate, these considerations should be taken into the account. If this argument be correct, then every charter should be so amended as to place all roads on an equal footing, or all restrictions, in regard to rates, removed.

A citizen of Belmont, Belmont county, Ohio, writes: "Can there not be an arrangement made with the railroad (Central Ohio Division of Baltimore and Ohio) so that we can get our coal from the river at a little more reasonable rates? I understand that Barnesville only pays three and a half cents, while we have to pay four cents (per bushel), and not near so far to haul it." Barnesville is nine miles further from the coal mines, to which the writer refers, than Belmont.

In response to my inquiry of the railway company, Why this discrepancy? the officer writes: "At Barnesville we come in competition with the coal mines near that town, from which a supply (of coal) can be hauled in wagons. At Belmont there are no mines convenient. I can see no reason why a reduction in the rate to Belmont should be made, but unless it is done to Barnesville the business might be lost to the railroad."

It will be observed in this case, that it is not claimed that the rate to Belmont is above the maximum fixed by law. At four cents per bushel, counting twenty-eight bushels to the ton, and the distance eighteen miles, the rate would be six and two-ninth cents per ton per mile. The railway official further says, in justification of the rates: "I think a railway company justified in charging more for a short than a long distance, whenever it costs more to perform the service, and when, by competition, from any source, they are compelled to reduce the rates or lose the business. The general rule, 'the shorter the distance the greater the rate per mile,' is, I think, a fair one, because it costs more per mile for the short than for the long distance. Adverse grades upon some parts of the line might increase the cost of transportation and justify a want of uniformity in rates."

These examples will be sufficient to fully illustrate this class of complaints, and the reasons given by railway companies for the discrepancies.

June 29, 1867, a firm, dealers in stoves, &c., in Columbus, O., complained that they received a lot of merchandise, stoves, &c., shipped from Troy, New York, to Columbus, in a damaged condition. The goods came as far as Cleveland by the Western Transportation Company—by water—and from Cleveland by the Cleveland, Columbus & Cincinnati Railroad. On delivery in Columbus, one or more of the stoves were found broken, and they made their demand on the Agent of the C. C. & C. R. R. Co. for settlement of damages, which was refused, on the ground that the damages did not occur while on their line, but before reaching them. Complainants ask the passage of a law making the last carrier of goods, coming on a through line, responsible for loss and damages. There was no dispute as to the facts in the case, and no violation of any existing law regulating railway companies, shown or claimed.

I introduce this case as a sample of many that are made, disclosing embarrassments and annoyances suffered by the people from the want of mutual arrangements between the several companies constituting one line of transportation, for the prompt adjustment of damages and losses at the terminal point. Shippers or consignees are often compelled to pay full charges, or leave their goods, perhaps in a damaged condition and hourly growing worse, until the point of injury or loss can be ascertained, and when found, the responsible party so far off, or dilatory in adjustment, as to entirely defeat a prompt and fair settlement.

The failure of railway companies to provide against these and similar cases, and their total inability to do so in many instances, has given rise to and established the necessity, as is believed by many, of the introduction of new and independent organizations such as express, fast freight, and transportation companies. The investigation of this subject by the committee of our own Legislature and that of a neighboring State, and the written opinions and testimony of distinguished railway men, and those interested on both sides, have been so widely published and circulated, that it will hardly be necessary to discuss the question of their necessity or propriety in this report. It seems inevitable that railway shareholders must forego the receipts and profits derived by these organizations, until the railway system of the country is made more perfect, or until it is demonstrated to the satisfaction of the public that several railway or other companies, constituting one line of shipment, can deliver as promptly and cheaply, and settle damages and losses at the places of delivery as promptly, as a separate organization. All classes of tradesmen and shippers will avail themselves of every facility for dispatch and prompt and easy adjustment of losses and damages, even at large advance in the cost of transportation; especially when, as is the universal custom, this advance is charged to the consumer as part of the original cost. No intelligent man will deny that railway companies could and should so perfect their system as to dispense with most if not all of these

organizations. It is done in European countries. Why may it not be done in intelligent America? I know it is contended, and with much force, that our country is too large, and organizations involving many departments become unwieldy and expensive, and that a sub-division will work advantageously to all interests. But the responsibility of this whole matter and the questions growing out of it, rest, I think, alone with the railway managers. Stockholders, ever jealous, and vigilant to secure dividends, will not long submit to have their income lessened or diverted by false or corrupt management; and shippers will not be slow to discover by what route or mode property can be most promptly, safely and cheaply transported, and losses and damages adjusted. The law asked for by these complainants, to hold the last carrier of goods responsible for damages caused by a distant company or party, or one entirely unknown, would be very unjust, as well as unconstitutional.

Many complaints have been made to me relative to matters of general railway management, by which neighborhoods, communities or individuals, have been greatly inconvenienced or annoyed; such as companies failing to make prompt and favorable connections with other roads, whereby passengers and freight are greatly delayed and hindered, the trade of merchants thereby injured or broken up, and the tide of travel and commerce turned away from old and natural channels and forced into new and more circuitous ones; complaints and charges against railway officers and managers of partiality, growing out of their personal interest in property to be transported over the road, failing to furnish equal accommodation to all; the failure of companies to furnish proper depot facilities for the accommodation of passengers, and the proper signs and directions by which they can find the desired train, &c.; the failure of conductors to stop the train at the proper station, whereby passengers are carried past and greatly delayed and inconvenienced, and many other of like nature.

All of these complaints, whether by the terms of the law requiring examination or not, have been responded to, and in most cases the attention of the railway companies called to them. The correspondence and testimony growing out of them are on file in this office, and subject to examination, but are too voluminous to embody in this report.

GENERAL CONDITION OF RAILWAYS IN OHIO.

From a hasty examination of nearly every road in the State, during the past summer and fall, I am able to report a better general condition than has ever before been known.

Every railway official in the State seems to understand and appreciate the absolute necessity of first securing a good track. Yielding to this imperative demand, some of the rich roads in the State have passed or

reduced one or more dividends, that all or a part of the surplus might go to purchase new iron, ties and chairs, and thoroughly ballast their roads. Other companies have waived both dividends and interest, and borrowed large sums of money, to improve their tracks, and equipment, while a few, under their continued embarrassments, have only been able to maintain themselves, hardly keeping up repairs required by the ordinary wear and tear. It is a notorious fact that during the past five or six years, and especially during the war, nearly every road was taxed to its utmost capacity to handle the traffic thrown upon it; and with reduced facilities, scarcity of labor, the enhanced value of every thing employed in maintaining and managing a railway, and the general unsettled condition of affairs, most of the roads were reduced to a very low and crippled condition, and not a few were either unfinished or temporarily built when opened for business. The past two years have been earnestly and actively employed in remedying this condition; and in the past six months more money has been expended in repairs, equipment and reconstruction, than in the same length of time for the past ten years. In many cases it has amounted to an almost entire replacing of iron, ties and ballast. The dry summer has been very advantageous for these improvements, and it has been wisely and judiciously employed. The returns of the companies will exhibit the millions of dollars expended on the several lines.

NEW ROADS BUILDING AND PROJECTED.

There has been considerable interest throughout the State during the past year, on the subject of new lines of road, some of which promise early completion. The only one sufficiently advanced to furnish a definite report, is the Columbus and Hocking Valley Railroad, which is being rapidly pushed forward to completion, and it is believed will be open for business its entire length within the next twelve months. The report of the company will be found in its proper place in this report.

A preliminary survey is now being made for a road from Columbus to Toledo. Two routes are under consideration—one by the way of Dublin, White Sulphur Springs, Marion, Upper Sandusky and Fostoria, and the other by the way of Marysville, Kenton, Findlay and Bowling Green. Whichever route is adopted, will furnish a line not to exceed one hundred and thirty miles in length, and when built will, in connection with the Columbus and Hocking Valley Railroad, open a vast country to the rich coal and iron regions of the State, and furnish a good local business on its entire line.

A new impetus has lately been given to the Southwestern Railroad, formerly known as the "Sharon Railroad," projected several years ago with the view of connecting the Marietta and Cincinnati Railroad line, with the Central Ohio and the Steubenville and Indiana lines, in the eastern

part of the State. I understand that a portion, about thirty miles of the road, has lately been put under contract for grading, between the Cleveland and Pittsburgh and the Steubenville and Indiana roads, in Jefferson county. It is impossible to give the present status of the company, or its prospects for the future, as no adequate report has been furnished. In a letter from the President of the Company, I am informed that they are experiencing some difficulty from rival interests, in the direction of their affairs, but he hopes in another year to give a better report of their condition. Considerable money has already been expended on the line, and the friends of the road confidently believe the line from New Lisbon to the Marietta and Cincinnati Railroad, will ultimately be built. About two hundred and sixty-five thousand dollars of stock has been subscribed, since the change of name and the revival of the company.

Efforts are also now being made to build a road from Gallipolis to connect with the Marietta and Cincinnati Railroad.

At Ironton, Lawrence county, the people are actively engaged in an effort to extend the Iron Railroad about fifteen miles, to connect with the Portsmouth Branch of the Marietta and Cincinnati Railroad, and look with interest to the building of a line from Chillicothe to Columbus, along the Scioto Valley, which will give them an outlet to the West and North-west. Great interest is felt in that section of the State, in the building of roads now projected in the State of Virginia, and other lines to connect with roads further south.

All these projects are of great interest to the people of Ohio, who look to the ultimate building of lines which shall bring us in more direct communication with the Southern and South-eastern States, and tend to develop the rich mineral regions of our State, inexhaustible in their supply of coal and iron.

Notwithstanding the multitude of railroads already built and in operation in the State, others will doubtless be projected as our population increases, and the vast resources of the State become developed and better appreciated.

The following additional certificates of incorporation for other roads, have been filed with the Secretary of State during the past year, but what progress has been made toward their construction, I am unable to state:

New York, Pennsylvania and Ohio Railway Company.—Certificate filed December 4, 1866. Capital stock \$5,000,000. To build a railroad from Cincinnati to Millersburg, passing through the counties of Hamilton, Butler, Warren, Clinton, Fayette Pickaway, Fairfield, Perry, Muskingum, Coshocton and Holmes.

Storrs Township, New Richmond and Central Union Depot Junction Railroad Company.—Certificate filed December 8, 1866. Capital stock \$1,500,-

000. To build a railroad from Storrs township, Hamilton county, to New Richmond, Clermont county, passing through the counties of Hamilton and Clermont.

Great and Little Miami Railroad Company.—Certificate filed December 11, 1866. Capital stock \$100,000. To build a road from Cincinnati to Wilmington, passing through the counties of Hamilton, Butler, Warren and Clinton.

Columbus, Hartford and Mt. Vernon Railroad Company.—Certificate filed January 21, 1867. Capital stock \$500,000. To build a railroad from the Depot in Columbus, to the bridge across Vernon River, in Knox county, passing through the counties of Knox, Licking, Delaware and Franklin.

Zanesville and Erie Railway Company.—Certificate filed June 3, 1867. Capital stock \$100,000. To build a railroad from Zanesville, Muskingum county, to Hudson, in Summit county, passing through the counties of Muskingum, Coshocton, Tuscarawas, Stark and Summit.

Lancaster and Newark Railroad Company.—Certificate filed November 26, 1867. Capital stock \$500,000. To build a railroad from Lancaster to Newark, through Fairfield and Licking counties.

Ohio and Great Kanawa Railway Company.—Certificate filed November 29, 1867. Capital stock \$1,000,000. To build a railroad from New Lisbon, Columbiana county, to Gallipolis, Gallia county, passing through Jefferson, Carroll, Harrison, Tuscarawas, Guernsey, Muskingum, Noble, Morgan, Perry, Athens, Vinton, Meigs and Gallia counties.

Perry Mining and Railway Company.—Certificate filed December 14, 1867. Capital stock \$600,000. Will construct a railroad for the use of the company, from a point on Sunday Creek, near Millerstown, Monroe township, to Monday Creek, near Straitsville, Salt Lick township, all in Perry county.

ACCIDENTS.

It will be impossible in this report to give a perfect record of all railway accidents and their causes, during the year. Many companies do not keep a perfect record, as they should, and some have made no returns to this office. As far as returns have been received, I am able to give the following results:

Total number of farm animals killed.....	1212
“ “ of persons injured	141
“ “ of persons killed	108

Of the number killed, there were—

Passengers	9
Employees.....	39
Others	60

From the detailed statements, I am able to make the following classification :

Killed by collision	1
“ by being on track	41
“ by falling from train while in motion	17
“ in attempting to get on or off the train while in motion	14
“ by being struck at crossings	10
“ by train being thrown from track	8
“ in coupling cars	7
“ in switching	5
“ by striking bridges	2
“ by explosion of engine boiler	1
“ by other causes	2

Of the number killed, 18 were known to be intoxicated at the time of meeting their death.

It will be observed that of the 108 killed, 65 were either on the track, attempting to cross or attempting to get on or off the train while in motion ; these are the three principal causes of accident, as appears from the returns of the past year.

CAUSES OF ACCIDENTS.

Persons Walking on the Track.

The habit of walking on railway tracks is very common. Many railroads are great thoroughfares for pedestrians, and even persons on horseback are sometimes seen on the track. Of those who thus expose themselves, very few are aware of the great hazard they run. The rapidity with which many trains move, renders it impossible for an engineer to stop before reaching the point where the person is seen, and being under the impression that the signal whistle or bell will be at once obeyed and the track cleared, he sometimes postpones all efforts to stop until it is too late. Anxious as he may be to save the life of a human being, and knowing that his own and the lives of all on the train are exposed, he is compelled to incur the risk. Persons unaccustomed to marking the speed of railway trains, make great mistakes in their estimate of the time required for a train to pass a given point, and thus fail to make their escape from or across the track before they are struck. This class of casualties must continue until some more stringent laws or rules are established for keeping the tracks clear of all such obstructions. Accidents at streets and road crossings will also continue so long as railway companies fail to provide more perfect guards and warnings. Many companies fail to furnish signs at crossings, or to station guards with signals. The freedom allowed to passengers to pass from one car to another, their inordinate haste to get on or off the train, and the want of power or authority in the agents or guards in charge to properly control their movements, are also fruitful sources of accident.

Animals on the Track.

Cattle and other farm animals running at large and getting upon the track, is a constant source of annoyance and detention, and frequently a serious accident. The returns of the companies herewith will disclose the fact that many animals are killed on the best fenced roads, and life and property thereby greatly endangered.

Section seven of the statute "regulating enclosures and to provide against trespassing animals," as amended April 7, 1865 (O. L. Vol. 62, page 97), reads as follows: "If any horse, mule, ass, or any neat cattle, hogs, sheep, or goats, running at large, shall break into or enter any inclosure, *other than enclosures of railroads*, the owner of any such animal shall be liable to the owner or occupant of such enclosure for all damages occasioned thereby; and the animal so breaking into or entering any enclosure, shall not be exempted from execution issued on any judgment or decree rendered in any court or before any justice of the peace, mayor, or other officer having jurisdiction, for damages occasioned by such trespass."

It will strike any candid mind on reading the foregoing section, as remarkable that the Legislature should protect all classes against trespassing animals, except those who can be and often are most seriously injured by them, even to the loss of many innocent lives. When every reasonable effort is made by a railway company to protect its track and roadway from trespassing animals, by the building of good and substantial fences and cattle guards, it seems great injustice to relieve the owners from any and all responsibility, especially when human life may be sacrificed by their neglect. While it might not be just to hold the owners of trespassing animals responsible for all damages resulting from their being on the railway tracks, no one ought to complain if no liability attached to the railway company for the injury or killing of such animals. I respectfully submit this subject to the consideration of the General Assembly.

Fast Running.

Another fruitful source of accident is *fast* running. A large number of roads in this State are now in such perfect condition that the rate of speed at which a train may be moved is only limited to the capacity of the engine to travel, which in first class engines is near sixty miles per hour. With a train moving at two-thirds or one half this speed, which is common to express trains, a sudden interruption by obstructions on the track or breaking of a rail, wheel or axle, must result most disastrously; while at a speed of twenty or twenty-five miles an hour, the injuries would be comparatively slight. Trains going at a low rate of speed, may be thrown from the track and down high embankments, with slight injuries to passengers, when at a speed of from forty to fifty miles an hour, the severe

concussion would probably result in death to all on board. During the season of frost, all trains should be limited to a low rate of speed, not exceeding twenty or twenty-five miles per hour. At such season the liability to breakage of iron rail, wheels and machinery, is very great. The variety of routes and active competition on each, and the general popularity of fast time, are a constant temptation to railway companies, and I know of no means to prevent too fast running, except through positive and stringent legislation, which if made applicable to every road in the State, could not work injustice to any.

While the public is startled and shocked by a railway accident, resulting in death and injury to several passengers, and rigid investigations are made into the cause, similar accidents, though less fatal—yet disclosing equally as great carelessness and neglect of duty on the part of officers, agents and employes—are occurring almost daily, all over the country, of which little or no notice is taken.

Every railway company should be liable to a heavy penalty for allowing any engine or car to leave a station in any way disabled, except for removal to the nearest shop for repairs, and then without loading; or for employing, or when known, for retaining in service any person addicted to the use of ardent spirits. There is no position connected with railway service, where an intemperate man can be employed without danger to life or property. Of all persons needing steady nerves and clear heads, to none are these qualities more essential than to those connected with railway service; and any man needing a *drum* to *steady* his nerves or brighten his intellect, is unfit for it. All agents and employes of railway companies should be subject to severe penalties for any and every neglect of duty, and the law should be so framed as to be summarily executed. Of the one hundred and eight persons killed, and one hundred and forty-one injured during the past year, a large proportion met their fate directly or indirectly from intemperance or positive neglect of duty on the part of officers or agents. A most startling and criminal disregard of human life, is too manifest in nearly every railway accident receiving careful investigation. I respectfully recommend this subject for special reference to the General Assembly, with such recommendations as your Excellency may deem fit and appropriate.

Great convenience to the public and safety to human life would be secured by the employment of discreet, prudent and cautious agents having charge of railway trains, and requiring them to be so uniformed or provided with plain and distinctive badges, as to be readily distinguished.

The following provisions in the statutes of Great Britain, regulating railways, are worthy of consideration:

“That if any person shall willfully obstruct or impede any officer or

agent of any railway company in the execution of his duty upon any railway, or upon or in any of the stations or other works or premises connected therewith, or if any person shall willfully trespass upon any railway, or any of the stations or other works or premises connected therewith, and shall refuse to quit the same upon request to him made by any officer or agent of the said company, every such person so offending, and all others aiding or assisting therein, shall and may be seized and detained by any such officer or agent, or any person whom he may call to his assistance, until such offender or offenders can be conveniently taken before some justice of the peace for the county or place wherein such offense shall be committed, and when convicted before such justice as aforesaid (who is hereby authorized and required, upon complaint to him upon oath, to take cognizance thereof and to act summarily in the premises), shall, in the discretion of such justice, forfeit to her Majesty any sum not exceeding five pounds, and in default of payment thereof shall or may be imprisoned for any term not exceeding two calendar months, such imprisonment to be determined on payment of the amount of the penalty." (3 and 4 Vic. Cap. 97.)

"That it shall be lawful for any officer or agent of any railway company, or for any special constable duly appointed, and all such persons as they may call to their assistance, to seize and detain any engine driver, (engineer) guard, porter, or other servant in the employ of such company, who shall be found drunk while employed upon the railway, or committing any offense against any of the by-laws, rules or regulations of such company, or shall willfully, maliciously or negligently do or omit to do any act, whereby the life or limb of any person passing along or being upon the railway belonging to such company, or the works thereof respectively, shall be or might be injured or endangered, or whereby the passage of any of the engines, carriages or trains shall be or might be obstructed or impeded, and to convey such engine driver, guard, porter, or other servant so offending, or any person counseling, aiding or assisting in such offense, with all convenient dispatch, before some justice of the peace for the place within which such offense shall be committed, without any other warrant or authority than this act; and every such person so offending, and every person counseling, aiding, or assisting therein as aforesaid, shall, when convicted before such justice as aforesaid (who is hereby authorized and required, upon complaint to him made upon oath, without information in writing, to take cognizance thereof, and to act summarily in the premises), in the discretion of such justice, be imprisoned, with or without hard labor, for any term not exceeding two calendar months, or, in the like discretion of such justice, shall for every such offense forfeit to her Majesty any sum not exceeding ten pounds (\$50), and in default of payment thereof shall be imprisoned, with

or without hard labor as aforesaid, for such period, not exceeding two calendar months, as such justice shall appoint: such commitment to be determined on payment of the amount of the penalty." (*Ibid.*)

Many other provisions of the English law might be quoted with profit, for consideration if not for enactment here.

The only protection a railway company in this State now has against its own agents or employes, for violations of most of the rules adopted for their government, is simply dismissal from service, which is not unfrequently done, and accompanied with a letter of recommendation, which secures employment on some other road.

The subject of railway accidents is one of great importance, both to the public and railway interests, and statistics and facts should be carefully collated and considered, with a view to diminish their frequency; and a thorough revision of our laws on this subject would doubtless be attended with good results. A better understanding of the duties and obligations existing between the public and the railway companies, would tend greatly to diminish casualties and promote the interests of both.

TELEGRAPH COMPANIES.

The law creating the office of Commissioner makes it "the duty of the chief manager or agent of each telegraph line or company in this State, annually during the month of October, to furnish to the Commissioner, under oath, such information and in such form as he may require." It does not appear, nor is it easy to conjecture, what information the Commissioner is entitled to require under this provision of the law, or to what extent the public may be interested in the facts obtained.

With the view of obtaining such information as I deemed might be of interest or value to the public, I prepared and sent to the Western Union Telegraph Company, the Pacific and Atlantic Telegraph Company, and the Marietta and Cincinnati Railroad Company, the only telegraph companies or parties, to my knowledge, having lines in this State, blanks calling for a statement of their affairs. The inquiries and responses made to them will be found in this report, under the head of "Reports of Telegraph Companies."

The telegraph has become a public necessity, and as such should be so managed and controlled as to meet this public want most promptly and economically. Great inconvenience, and not unfrequently serious losses are incurred by delay in the transmission or delivery of telegraphic messages. I have never known or heard of any one having frequent occasion to use this mode of communication, who has not experienced more or less annoyance from this cause. I am not aware of any law or decision in this State fixing the liability of telegraph companies for these delays and

failures. Undoubtedly they would be liable to each individual for the actual damage suffered, but in a majority of cases this is so slight as to not justify the expense or trouble of a suit. A severe penalty for every failure or delay in the transmission and delivery of telegraphic messages, except upon good cause shown, might tend to correct this growing evil.

It will be noticed that nearly every company heretofore organized has been swallowed up by consolidation, or lease in perpetuity, by the Western Union Telegraph Company, until an almost entire monopoly is enjoyed by that company, against which few have the courage or capital to compete. In this, as in railway corporations, a power should exist somewhere to so control and restrict rates, and limit increase of capital stock, as to prevent unreasonable charges upon the public in order to enrich present stockholders at the possible expense of subsequent holders.

So important and general has the use of the telegraph become in this country, as to attract the attention of Congress, and on the 24th of July, 1866, an act "To aid in the construction of telegraph lines," was approved, and has been accepted by the Western Union Telegraph Company. A copy of this law will be found in the Appendix to this report.

I am unable in this report to present as full and accurate tabular statements as I had intended and hoped to do, for the reason that few companies have kept records and accounts to correspond with the inquiries contained in the law. Very few, if any, companies close their fiscal year on the "first Monday of July," and their accounts and statistics are of such a character as only to be furnished accurately after the close of their fiscal year. Should the office of Commissioner be continued, certain amendments should be made to the law, such as fixing the date of the fiscal year, and changing the time of filing the report with the Commissioner, and the items to be reported. Many of the items obtained in the reports for the past year will never again need to be called for, and the inquiries can be greatly reduced. A large number of companies would prefer the first of January as the date up to which reports should be made. From three to six months should be given after the close of the fiscal year to make and return reports, and as much time allowed to the Commissioner to prepare and print his report for the use of the General Assembly.

Should the law be continued for several years, with such amendments as may from time to time be made, every year must add largely to the value of the statistics obtained.

While this report falls, perhaps, far short of what might have been hoped for by some, as far as information has been obtained it may be regarded as accurate, and as full as could be obtained in the time allowed, or as could reasonably be expected in the first report. Most companies have exhibited a disposition to furnish all the information in

their power to do, and the reports of each, herewith presented, will show a reasonable success on their part. Nearly all express the belief that another year will find them in condition to report much more satisfactorily.

All of which is respectfully submitted,

GEO. B. WRIGHT,

Commissioner of Railroads and Telegraphs.

OFFICE COMMISSIONER OF RAILROADS AND TELEGRAPHS, }
COLUMBUS, OHIO, December 2d, 1867. }

BRIEF HISTORIES
AND
REPORTS OF COMPANIES.

ATLANTIC AND GREAT WESTERN RAILWAY.

HISTORY.

This is one of the great through lines of railway, designed to connect, by a continuous gauge of six feet, New York city with the city of St. Louis, via Erie Railway to Salamanca, thence in a southwesterly direction to the city of Dayton; thence to Cincinnati over the Cincinnati, Hamilton and Dayton road, over the broad gauge of this last-named company, connecting with the Ohio and Mississippi road, of same gauge, at Cincinnati. The length of main line from Salamanca to Dayton, as given, is three hundred and eighty-eight miles. The present company was organized on the 19th of August, 1865, by the consolidation of three companies of the same name in Ohio, Pennsylvania and New York. That part of the road lying in Ohio was chartered as the Franklin and Warren Railroad—original road—March 10, 1851; name changed to Atlantic and Great Western Railroad Co. in September, 1854. Preliminary surveys were commenced in Ohio in October, 1852, and active operations were begun in July, 1853. The company labored under embarrassments and delays for several years, but the work was finally pushed forward with great activity, the line being opened from Salamanca, New York, to Warren, Ohio, one hundred and sixty-one miles, in January, 1863, and from Warren to Ravenna, twenty-four miles further, the month following; to Akron, seventeen miles, in May following; to Galion, eighty-two miles, in February, 1864, and to Dayton, one hundred and four miles, in June of the same year.

In addition to the main line the company now owns or has under lease the following branches: The Franklin Branch, from Meadville to Oil City, Penn., thirty-two miles; the Silver Creek Branch, from near Wadsworth, Ohio, to the Silver Creek coal mines, six miles, and the Mahoning Division, including the Hubbard Branch, leased October, 1, 1863, for ninety-nine years, of the Cleveland and Mahoning Railroad Co., the main line extending from Cleveland to Youngstown and the Hubbard Branch from Youngstown to the Pennsylvania State line, eighty-one miles of road embraced in the line—making the total length of main line and branches five hundred and five and sixty-eight one-hundredths miles.

The company has the following equipment :

Passenger and freight engines.....	149
Passenger cars.....	82
Sleeping cars.....	7
Emigrant cars.....	6
Baggage cars.....	30
Express cars.....	9
Postoffice cars.....	3
Caboose cars.....	65
Freight cars.....	2,909
General Superintendent's car.....	1
Paymasters' cars.....	2
Boarding cars.....	4
Wrecking cars.....	7
Tool car.....	1
Number of stations in Ohio for receiving passengers and freight.....	57
Number of engine houses and shops in Ohio.....	9

The total number of persons employed in operating the road is 3,354, of whom 2,577 are employed in this State.

The total amount expended in building and equipping the road and branches up to June 30, 1867, is \$58,363,828.05, or a little over \$115,-100.00 per mile.

A large amount of construction, ballasting and other work has been done during the past year, and the road is in fair working condition.

The iron on some portions of the line in this State is somewhat worn, and will need renewing soon. The machinery and rolling stock is in fair condition.

The following are the principal stations in Ohio: Warren, Ravenna, Akron, Ashland, Mansfield, Galion, Marion, Urbana and Dayton, on main line, and Cleveland and Youngstown on the Mahoning Division.

The road and its branches are favorably located for a growing local traffic, as well as a through business, and its receipts must always be large.

CLEVELAND AND MAHONING.

The Cleveland and Mahoning Railroad Company was incorporated February 22d, 1848, for building a road "from Cleveland to some point near the village of Warren in Trumbull county, Ohio, with right of continuing the road to the east line of the State." Certain amendments were made to the charter March 20, 1851, and the same power and privileges conferred as in the original grant. Work was not commenced until the year 1853, and the line opened for traffic in 1857.

From the opening of the road to the present time its business has been steadily increasing, until it has developed a traffic far exceeding the expectations of the early projectors of the enterprise. Its influence in developing the mineral resources of the Mahoning Valley, and in adding to the wealth and prosperity of the country through which it runs, has been very great. Its early history was one of struggle and embarrassment, heavily taxing the means and energies of the few who enlisted in the enterprise.

The length of the road, including the Hubbard Branch, is given at *eighty-one* miles, and the cost of building and equipping, as represented by stock and debt now outstanding, is \$3,489,400, of which \$2,056,400 is stock, and \$1,443,000 debt, making the cost of road and equipment a little over \$43,000 per mile. Of the stock, about \$1,500,000 is held or owned in Ohio, and about \$800,000 of debt. The number of stations on the road for receiving passengers and freight is fifteen.

On the first of October, 1863, the road and equipment was leased to the Atlantic and Great Western Railway Company for ninety-nine years, at a rental of \$273,072 per annum, payable in monthly installments, in advance, and to pay all taxes and to maintain the road and equipment, &c.

REPORT

OF THE

ATLANTIC AND GREAT WESTERN RAILWAY COMPANY.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS.

The amount of capital stock paid in	\$27,798,560 08
The amount of capital stock unpaid	2,291,439 92
The present amount of funded debt	30,000,000 00
The present amount of floating debt	1,119,444 23

CHARACTERISTICS OF THE ROAD.

Total length of entire line and branches	505 68 miles.
The length of single main track in Ohio	246.02 "
The length of branches, single track, (but 48.92 miles of this is double gauge) in Ohio	85.16 "
The aggregate length of sidings and other tracks not above enumerated, (9.47 miles of this is double gauge)	49.52 "
The length of rail re-laid, new, re-rolled, or old :	
New	97.100 "
Re-rolled	52.742 "
The number of switches on the road, and how many are private, in Ohio :	
Number on road	361
Number private	27
The number of road crossings—farm 538, public 388	923
How many are provided with flagmen	7
How many are level (at grade) and how many bridged, (also how many under the track) :	
Level—farm 467, public 356	823
Bridged—farm 11, public 17	28
Under track—farm 57, public 15	72
The number of wheels and axles in use in passenger trains, and how many renewed during the year, as follows :	

WHEELS.

Number in use	1,096
Renewed during the year—no record.	

AXLES.

Number in use	548
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RUNNING OF TRAINS, Etc.

Miles per hour.

The rate of speed adopted for express passenger trains, including stops	24
The rate of speed actually attained by express passenger trains	27
The rate of speed adopted for mail and accommodation passenger trains, including stops	18
The rate of speed actually attained by mail and accommodation trains, including stops and detentions	20

BRIDGES IN OHIO.

The number of bridges, aggregate length, and whether wood or iron, distinguishing between main track and branches ?

The greatest age of bridges ?

The average age of bridges ?

	Number of bridges.			Aggregate length in feet.	Greatest age of bridges—years.		Average age of bridges—years.	
	Wood.	Iron.	Total.		Wood.	Iron.	Wood.	Iron.
Main line.....	43	--	43	5,074	5	--	4	--
Branches	17	4	21	2,269	12	12	4	12
Total	60	4	64	7,343	--	--	--	--

The number and description of new bridges built (during the year ending June 30th, 1867), in Ohio ?

Where built.	By what name distinguished.	Whether wood or iron.	Length in feet.	When built.
Mosquito Creek..	Howe Truss.....	Wood	102	December, 1866.
Cuyahoga	" "	"	100	July, 1867.
Spain's Run.....	" "	"	100	July, 1866.
Seneca Sh.....	" "	"	64	February, 1867.

GRADES IN OHIO.

The maximum grade, with its length in main road and also its branches? The total rise and fall in main road, and also branches?

	Main Line.† Going West.		Mahoning Branch.* Going East from Cleveland.		Hubbard Branch.* Going North from Youngstown.		Silver Creek Branch. Going South.	
	Miles Ascending.	Miles Descending.	Miles Ascending.	Miles Descending.	Miles Ascending.	Miles Descending.	Miles Ascending.	Miles Descending.
Maximum grade*	4.57	----	1.03	----	----	0.87	----	5.57
Level	27.46	----	9.97	----	2.27	----	0.59	----
From level to 20 feet per mile	31.72	55.00	2.93	9.68	0.28	0.44	----	0.49
" 20 " 40 " "	22.56	30.65	16.05	21.61	5.29	2.73	----	3.33
" 40 " 60 " "	35.61†	38.45	5.89	.51	----	0.53†	----	----
" 60 " 80 " "	----	----	0.14	----	----	----	----	----
" 80 " 100 " "	----	----	----	----	----	----	----	----
" 100 " 120 " "	----	----	----	----	----	----	----	----
" 120 " 150 " "	----	----	----	----	----	----	----	----
Over 150 feet per mile	----	----	----	----	----	----	----	----
Total miles	246.02	----	67.81	----	12.37	----	4.98	----
Total rise and fall	6430.57 feet.	----	1465.95 feet.	----	332.16 feet.	----	137.84 feet.	----

* Maximum grade, Main Line, 58 feet per mile.
Maximum grade, Mahoning Line, 63 feet per mile.

Maximum grade, Hubbard Line, 52.8 feet per mile.
Maximum grade, Silver Creek Line, 50.7 feet per mile.

† Does not include maximum grade.

ESTIMATED VALUE OF ROAD AND EQUIPMENT.

The estimated value of the road-bed, including iron and bridges.....	\$2,349,620
The estimated value of its rolling stock	981,160
The estimated value of its stations, buildings and fixtures.....	399,700
The estimated value of all its other property	274,932
	<hr/>
	<u>\$4,005,412</u>

RATES.

The rates of fares for passengers and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified ?

PASSENGERS.

First class, through, per mile	2 53-100 cents.
First class, way, per mile	3 25-100 "
Second class, through, per mile	2 14-100 "
Third class, through, per mile	about 1 "

FREIGHT.

First class, through, per mile	per ton....	4 30-100 cents.
First class, way, per mile	per ton....	5 66-100 "
Second class, through, per mile	per ton....	3 68-100 "
Second class, way, per mile	per ton....	4 81-100 "
Third class, through, per mile	per ton....	2 91-100 "
Third class, way, per mile	per ton....	3 94-100 "
Fourth class, through, per mile	per ton....	1 54-100 "
Fourth class, way, per mile	per ton....	3 07-100 "

The above rates are those in force on the entire line.

THE DOINGS OF THE YEAR (ENDING JUNE 30, 1867), IN TRANSPORTATION, AND NUMBER OF MILES RUN.

The number of miles run by passenger trains.....	3,018,888
The number of miles run by freight trains	26,069,712
The number of miles run by other trains.....	1,023,232
The number of miles traveled by passengers, or number of passengers carried one mile	32,596,939

The above table is for the traffic on the entire road and branches.

The number of tons of through freight carried.....	250,970
The number of tons of local freight carried.....	1,333,270

Total movement of freight or number of tons carried one mile.....	169,338,350
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For entire line.

EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers ?

Its monthly earnings for transportation of freight ?

Its monthly earnings from all other sources ?

Months.	Passengers.	Freight.	Mail and Express.	Rents.	Miscellaneous.	Totals.
July, 1866...	\$112,506 78	\$326,311 44	\$11,017 85	\$1,892 25	\$15,584 52	\$467,312 84
August, "...	120,773 21	416,319 77	12,049 31	7,793 19	11,568 37	568,503 85
September, "...	99,686 72	416,387 37	10,551 86	1,089 04	5,699 25	533,414 24
October, "...	145,491 92	417,373 71	11,786 41	2,191 43	19,522 66	596,366 13
November, "...	64,142 35	396,097 69	11,340 79	349 96	2,125 50	474,056 29
December, "...	87,016 89	277,172 39	9,963 86	443 86	13,976 17	388,573 17
January, 1867...	72,674 19	278,191 27	10,435 57	2,228 66	14,322 18	377,851 87
February, "...	64,965 19	301,894 77	8,655 47	438 96	4,235 22	380,189 61
March, "...	97,591 32	340,570 29	14,012 77	736 46	36,644 60	489,555 44
April, "...	61,913 09	338,125 44	3,666 66	936 08	2,376 59	407,017 86
May, "...	89,245 77	358,370 78	11,176 03	419 13	5,889 88	465,101 59
June, "...	78,511 41	283,963 37	12,565 05	800 46	7,555 74	383,396 03
Totals.....	1,094,518 84	4,150,778 29	127,221 63	19,319 48	139,500 68	5,531,338 92

The above table of earnings, as well as all the following tables of expenditures, are for the whole road and branches; it being impossible to keep the business distinct in the several States.

EXPENSES OF MAINTAINING THE ROAD AND REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and road-way, excepting cost of iron.....	\$443,970 66
Cost of iron used in repairs	91,168 35
Cost of ties.....	84,478 58
Repairs of buildings	27,335 95
Repairs of fences and gates	7,979 50
Repairs of bridges.....	10,580 41
Taxes on real estate	113,994 93
Internal revenue taxes.....	45,193 92
Total.....	\$824,702 30

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$446,966 90
Repairs of passenger, mail and baggage cars	147,916 95
Repairs of freight cars.....	256,597 25
Repairs of tools and machinery in shops.....	33,708 90
Incidental expenditures — oil, fuel, clerks, watchmen, &c., about shops	104,794 73
Total	989,984 73

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.....	\$123,322 31
Agents and clerks	176,086 95
Labor — loading and unloading freight.....	79,197 37
Porters, watchmen and switch tenders	137,317 36
Wood and water station attendance.....	43,154 03
Conductors, baggage and brakemen.....	275,502 18
Engineers and firemen.....	298,426 67
Fuel, cost and labor of preparing for use.....	431,283 20
Oil and waste for engines and tenders.....	52,224 05

Oil and waste for freight cars.....	\$15,446 63
Oil and waste for passenger and baggage cars	8,699 77
Loss and damage of goods and baggage.....	46,542 97
Damage for injury of persons	15,788 03
Damage to property, including damages by fire and cattle killed on road ..	4,288 44
General superintendence.....	76,900 66
Contingencies.....	176,038 21
	<hr/>
	1,060,218 83

MISCELLANEOUS.

Rents paid.....	\$17,409 54
Expenses operating telegraph	32,718 53
Exchange	2,903 83
Insurance	3,048 80
Advertising	23,688 53
Legal expenses	18,496 64
Agency	884 00
Patents	110 00
General through freight agent.....	93,678 06
Foreign agents and commissions	24,588 50
	<hr/>
	217,526 43

AGGREGATE OF EARNINGS AND EXPENDITURES.

EARNINGS.

Total earnings during the year	\$5,531,338 92
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EXPENDITURES.

Transportation expenses, viz.:	
Maintaining road, &c	\$824,702 30
Machinery	989,984 73
Operating	1,960,218 83
Miscellaneous	217,526 43
	<hr/>
	\$3,992,432 29
Renewals	280,070 81
Construction	797,934 37
Payment for interest	118,445 40
Rent of leased lines.....	284,638 66
	<hr/>
	\$5,473,521 53
Total amount of surplus fund	57,817 39

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

The United States Express Company, at regular first (1st) class local rates per 100 pounds, and Union Line Express Company on Mahoning Division, on similar terms

What freight or transportation companies run on your road, and on what terms?

The Broad Guage Transit Company (Diamond Line,) owned and operated by this railway and connections, and which charges regular through rates per 100 lbs.

The Great Western Despatch, owned and operated by the United States Express Company, and which pays the railway 3 22-100 cents per ton per mile on all freights.

FENCING.

The whole length of road unfenced on either side, and the reason therefor?

The receiver is at present engaged in having a complete measurement and register of the fencing made, but it is not complete as yet.

ANIMALS KILLED.

The number and kind of farm animals killed, and claim of damages therefor; amount paid and unpaid on said claims?

No record of this kind is kept, and we are therefore unable to answer the question.

PROPERTY BURNED.

The Description of property burned by fire from Locomotives, and amount of damages claimed therefor?

No record of this kind is kept, and we are therefore unable to answer the question.

ACCIDENTS IN OHIO.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year?

Date.	Passengers.		Employees.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1866—July 11th	—	—	—	—	—	1	—	1
“ 12th	—	—	—	—	—	1	—	1
“ 15th	—	—	—	—	1	—	1	—
Oct. 23d	—	—	—	—	1	—	1	—
Nov. 26th	1	—	—	—	—	—	1	—
Dec. 20th	—	—	1	—	—	—	1	—
“ 27th	—	—	1	—	—	—	1	—
“ 31st	—	—	—	1	—	—	—	1
1867—Feb. 25th	—	—	—	1	—	—	—	1
April 12th	—	—	—	1	—	—	—	1
“ 23th	—	—	—	1	—	—	—	1
May 8th	—	—	—	1	—	—	—	1
“ 10th	—	—	—	1	—	—	—	1
“ 14th	—	1	—	—	—	—	—	1
“ 15th	—	—	—	1	—	—	—	1
“ 23d	—	—	—	1	—	—	—	1
June 8th	—	—	—	1	—	—	—	1
“ 21st	—	—	1	—	—	—	1	—
“ 24th	—	—	1	—	—	—	1	—
Total.....	1	1	4	9	2	2	7	12

The following is a statement of the date of each accident; the place where it occurred; the train; the cause; and the extent of the injury inflicted on each person, and the name of such person, as follows:

4—COM. RAILROADS.

1866.

July 12th.—C. H. Fellows, engineer, train 17, reports that on the evening of July 12th, while taking his train from Second Street to Union depot, Dayton, he run over a man on Third Street crossing, crushing his leg. Engineer did not see him at all; but the watchman, who saw him at the time the train passed, thought he intended getting on the train. Man was intoxicated. Name was David Olinger, and residence Miami City.

July 15th.—G. W. Frisby, conductor of train 17, (M. V. Green, engineer) reports that he found a man dead on the track about $\frac{3}{4}$ mile east of Akron station. He had been run over by some train ahead of him and killed, as when discovered he was quite cold. Name John Donaghan; lived near where his body was found, and was seen during the previous evening intoxicated. His body was delivered to his friends.

July 11th.—C. C. Dunbar, conductor train 17, (J. H. Lord, engineer, J. Musser, fireman) reports that his train struck a man at Pittsburgh Street crossing, Cleveland. He attempted to cross the street just ahead of the engine. Head cut and bruised. Name was Christian Sehlke; residence No. 26 Mayflower Street, Cleveland, O.

Oct. 23d.—Henry McGlyn, supposed to have been run over and killed by train 3, near Ravenna, Ohio. Was seen about 6 o'clock P. M. about half a mile from place of accident in a state of intoxication.

Nov. 26th.—Mrs. Morris, a passenger, residing near Garrettsville, O., while attempting to get on train 6, (E. D. Tuthill, conductor; Fuller, engineer; Williams, fireman) at Leavittsburg, 8:30 A. M., had one leg cut almost entirely off and the other badly crushed. As train 6 was drawing up to the platform, the train on Mahoning division came down, and she (Mrs. Morris) stepped off, ran across and took hold of the coach railing and made a misstep, resulting as above stated.

Dec. 20th.—J. Niblock, foreman of Leavittsburg yard, while switching cars was caught between engine and car and his leg was crushed. He died from his injuries at 4:30 P. M. M. C. Straight, agent; G. B. Smith, engineer; Ira Hate, fireman.

Dec. 27th.—Nelson Conly, a switchman in Urbana yard, while on duty fell from the top of a car which they were sitting on to the transfer track, and both pair of trucks passed over him injuring him so severely that he only survived eight hours. The ice on the roof of the car was the cause of his falling; no blame can be attached to any one. D. Maynard, engineer; J. M. Keith, conductor.

Dec. 31.—John Day, a brakeman on train 17, E. H. Wilcox, conductor, S. Myers, engineer, fell from the top of a car while coming into the station at Wadsworth, breaking his leg below the knee and bruising his body to some extent. The cause of the accident was the breaking of the brake wheel while he was using the same.

1867.

Feb. 25. — Selden Palmer, a brakeman on wood train, C. C. Green, conductor and engineer, Wm. Lathrope, fireman, between Caledonia and Marion, fell from the side of the train, while running at the rate of 15 miles per hour, and had one leg broken ; caused by his own carelessness.

April 12. — John Murphy, laborer on construction train, N. Bisk, engineer and conductor, had his leg broken and arm bruised two miles west of Burghill. He was sitting on a car partly loaded with ties, and while the train was in motion one of the ties fell and knocked him off the train as above stated.

April 28. — Wm. Cameron, brakeman on train Ex. 18, S. H. Dennison, conductor, I. Wemple, engineer, fell from top of a freight car in attempting to climb down and pull the pin between engine and freight car and was bruised very badly, but no bones broken, at Dayton, Ohio.

May 8. — Geo. L. Miller, a brakeman on train 17, S. H. Dennison, conductor, P. Ackerman, engineer, received a severe flesh wound in the arm while coupling cars in Dayton yard, on the arrival of train 17. No bones broken.

May 23. — Train 18, C. F. Rix, conductor, J. Wemple, engineer, struck a section man, David Mitchell, near Bowlusville, and cut all the toes from his left foot. Mitchell was sent out to stop trains and laid down on the track and went to sleep, resulting as above.

May 10. — John Woods, residence, Kent, Ohio, employed as switchman, in Kent yard, A. M. Fessenden, engineer, while making a chain coupling at 8:40 A. M., had his arm badly bruised by being caught between the bumpers of the cars.

May 14. — J. F. Perdue, residence, Minerva, Stark county, Ohio, passenger on train 4, B. W. Goodell, conductor, H. Pitts, engineer, G. Robinson, fireman, at 6 A. M., had his right shoulder fractured and a slight scalp wound. Train thrown from the track by broken rail, throwing two coaches from the track, two miles west of Baconsburg, Ohio. Attended by Dr. I. T. Ray, (surgical corps).

May 15. — Wallace Furry, employed as brakeman on train 15 (residence, Kent, Ohio), A. Seymour, conductor, W. D. Robinson, engineer, J. Robinson, fireman, at Leavittsburg, at 3 A. M., while coupling engine to train, slipped and fell ; the tender ran over his right hand cutting off three fingers. Attended by Dr. P. H. Sawyer, (surgical corps).

June 8. — Chas. Bryan, a switchman in Kent yard, at 6:45 A. M., while attempting to get on extra train 15, H. C. Hoagland, conductor, Lewis Osgood, engineer, Oscar Chilson, fireman, fell between car and caboose and had his leg cut off above the knee.

June 21—Anson G. Munshaw, residence, Bowmansville, Canada West, employed as brakeman on train 4, A. H. Hepburn, conductor, H. D.

Brown, engineer, was instantly killed two miles east of Warren, Ohio, by train 4 being thrown from the track, caused by a rail being out of place.

June 24. — George Wilcox, employed as car repairer at Leavittsburg, was knocked down, run over and killed at 6 P. M., by wood train, E. O. Waring, conductor, J. Gilliland, engineer, I. Terry, fireman. At the time he was examining the wheels of train 11.

NAME AND RESIDENCE OF OFFICERS OF THE COMPANY.

DIRECTORS.

S. S. L'Hommedieu.....	Cincinnati, Ohio.
S. L'Hommedieu	New York City.
J. J. Shryock	Meadville, Pa.
T. W. Kennard	New York City.
Marvin Kent.....	Kent, Ohio.
J. W. Tyler	Warren, Ohio.
Jacob Riblet.....	Galion, Ohio.
E. P. Brainerd	Ravenna, Ohio.
John Howard.....	Dayton, Ohio.
Gaylord Church.....	Meadville, Pa.
John Dick	" "
Wm. Thorp.....	" "
Charles Day	Buffalo, N. Y.
Henry Martin.....	" "
George R. Babcock.....	" "
A. F. Allen	Jamestown, N. Y.
John Gardner.....	New York City.
Charles E. E. Blakely	" "
(Three vacancies)	

S. S. L'Hommedieu.....	President.
J. J. Shryock	Vice President.
J. C. Calhoun.....	Secretary.

OF THE RECEIVER.

(From and after April 1st, 1867.)

General Robert B. Potter.....	Receiver.
J. J. Shryock	Assistant to the Receiver.
J. M. Dick	Treasurer.
J. C. Calhoun	Auditor.
L. D. Rucker	General Superintendent.
D. C. Coolman	Resident Engineer.
J. M. Osborn	General Freight Agent.
W. B. Shattuc	General Ticket Agent.
F. Grinnell	Supt. of Motive Power and Machinery.
Gen. G. H. McKibben.....	Purchasing Agent.

Communications for the company or Receiver should be addressed to Meadville, Crawford County, Pennsylvania.

State of Pennsylvania, County of Crawford, ss.:

Robert B. Potter, Receiver of the Atlantic and Great Western Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the thirtieth day of June, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

Subscribed and sworn to, before me this twenty-ninth day of October, A. D. 1867.

[SEAL.]

ROBERT B. POTTER.

HENRY HEATH,

Notary Public.

REPORT

OF THE

CLEVELAND AND MAHONING RAILWAY COMPANY.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBT.

The amount of capital stock paid in.....	\$2,056,400 00
The present amount of funded debt	1,652,200 00

CHARACTERISIRICS OF THE ROAD.

Total length of entire line, branches and sidings.....	87 miles.
The length of single main track	67 "
The length of branches, stating whether they have single or double track :	
Single	10 "
The aggregate length of sidings and other tracks not above enumerated.....	10 "
The length of rail re-laid, new, re-rolled, or old ;	
New	20
Re-rolled.....	20
Old	47
The number of switches on the road and how many are private :	
Number on road.....	20
Number private.....	20
The number of road crossings.....	24
How many are provided with flagmen.....	2
How many are level (at grade) and how many bridged (also, how many under the track) :	
Level	16
Bridged.....	4
Under track.....	4

NOTE.—This company's road was leased October 1st, 1863, to the A. and G. W. Railway Company for the term of ninety-nine years, and is now operated by said latter company. I am, therefore, unable to answer more fully than hereinbefore stated.

DAVID TOD,
President.

The operations of this road for the year are included in the returns of the Atlantic and Great Western Company.

NAME AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

David Tod.....	Breir Hill, O.
Charles Smith	Warren, O.
Frederick Kinsman	Warren, O.
Henry B. Perkins.....	Warren, O.
Dudley Baldwin.....	Cleveland, O.
Joseph Perkins	Cleveland, O.
Reuben Hitchcock	Painesville, O.
James Magee	Philadelphia, Pa.
R. W. Cunningham.....	New Castle, Pa.
David Tod	President.
Reuben Hitchcock.....	Vice President.
George Mygatt	Sec'y and Tr'surer.

State of Ohio, County of Mahoning, ss.

David Tod, President of the Cleveland and Mahoning Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, on the 1st day of July, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

DAVID TOD,
President.

Subscribed and sworn to before me this 23d day of August, A. D. 1867.

[SEAL.]

NELSON CRANDALL,
Notary Public.

BELLEFONTAINE RAILWAY.

HISTORY.

The present company was organized December 22, 1864, by the consolidation of the Bellefontaine and Indiana, and the Indianapolis, Pittsburg and Cleveland Railroad Companies.

The first named company was chartered February 25, 1848, and commenced work the year following between Galion, Crawford county, Ohio, and Union City, on the line between Ohio and Indiana, and the road opened for traffic July, 1853. The distance between Galion and Union City, one hundred and nineteen miles, was represented in the consolidation at a cost of \$3,610,550.00, of which \$2,570,000.00 was stock, and \$1,040,550.00 debt.

By an arrangement with the Cleveland, Columbus and Cincinnati R. R. Company, the trains of this company are run over said company's road to Crestline, a distance of four miles north of Galion, where a connection is made with the Pittsburg, Fort Wayne and Chicago, and the Cleveland, Columbus and Cincinnati Railroads. From Galion the line runs in a southwesterly direction through Marion, Bellefontaine and Sidney, to Union City.

The Company has six engine houses and shops, and ten water stations in the State, and the following equipment :

Locomotives	36
First class passenger cars.....	16
Second class and emigrant passenger cars.....	6
Baggage, mail and express cars.....	10
Freight cars	540
Number of persons employed in operating the road in Ohio.....	91

The road from Union City runs in a southwesterly direction, through Randolph, Delaware, Madison and Marion counties, to the city of Indianapolis, a distance of 84 miles, making the entire road two hundred and three (203) miles in length, represented by \$6,048,000.00, of which \$4,420,000.00 is stock, and \$1,628,000.00 debt, making the entire cost of road and equipment less than \$30,000.00 per mile.

The road is, for the most part, of easy grade and curvature, passes through an excellent agricultural country, and with its favorable connections must enjoy a fair local as well as through traffic. A large amount of work has been done on the road during the past summer, and it is now in good working condition.

REPORT

OF THE

BELLEFONTAINE RAILWAY COMPANY.

PRESENT FINANCIAL CONDITION, AS REPRESENTED BY STOCK AND DEBTS.

The amount of capital stock paid in.....	\$4,420,000
The present amount of funded debt.....	1,628,900

CHARACTERISTICS OF THE ROAD.

Total length of entire line and branches (119 miles in Ohio, 84 in Indiana)...	203 miles.
The length of single main track in Ohio.....	119 "
The aggregate length of sidings and other tracks not above enumerated ...	4½ "
The length of rail relaid, new, re-rolled or old, in Ohio —	
Re-rolled	105 "
Old	14 "
The number of switches on the road in Ohio, and how many are private ?	
Number on road	77
The number of road crossings.....	150
How many are provided with flagmen.....	1
How many are level (at grade) and how many bridged ? Also, how many under the track ?	
Level	99
Bridged	1
The number of wheels and axles in use in passenger trains, and how many renewed during the year, as follows :	

WHEELS.

Number in use.....	340
Renewed during year	100

AXLES.

Number in use	170
Number renewed during year.....	50

RUNNING OF TRAINS, ETC.

Rate of speed adopted for express passenger trains, including stops (miles per hour) .	24
Rate of speed actually attained by express passenger trains,	30

BRIDGES IN OHIO.

The number of bridges, aggregate length, and whether wood or iron, distinguishing between main track and branches ?

The greatest age of bridges ? The average age of bridges ?

In Ohio.	No. of bridges.			Aggregate length in feet.	Greatest age of bridges (yrs.)		Average age of bridges (yrs.)	
	Wood.	Iron.	Total.		Wood.	Iron.	Wood.	Iron.
Main line....	13	All Howe Truss.	13	1,798	14	....	11	....
Branches .....	....		....	....	....	....	....	....
Total.....	13	....	13	1,798	14	....	11	....

GRADES IN OHIO.

The maximum grade, with its length in main road, and also its branches?

The total rise and fall in main road, and also in branches?

Owing to sickness of Chief Engineer—cannot answer.

CURVATURE IN OHIO.

The shortest radius of curvature, with length of curve in main road, and also in branches?

The total degrees of curvature in main road, and also in branches?

The total length of straight line in main road, and also in branches?

Owing to sickness of Chief Engineer—cannot answer.

RATES.

The rates of fares for passengers and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified?

PASSENGERS.

First class, through, per mile.....	3½ cents.
First class, way, per mile.....	3½ "

FREIGHTS.

First class, through, per mile, per ton, maximum.....	4½ cents.
First class, way, per mile, per ton "	5 "
Second class, through, per mile, per ton "	3¾ "
Second class, way, per mile, per ton "	4 "
Third class, through, per mile, per ton "	3 "
Third class, way, per mile, per ton "	3 "
Fourth class, through, per mile, per ton "	1 9-10 "
Fourth class, way, per mile, per ton "	2½ "

Above are the highest used, and only held for a short time, owing to competition—both through and local. The road being crossed by the C. and G. E. at Anderson, C. and I. C. and D. and N. at Union, D. and M. at Sidney, and C. D. and E. at Bellefontaine, have not *averaged* the above rates.

DOINGS OF THE YEAR (ENDING JUNE 30, 1867) IN TRANSPORTATION, AND
NUMBER OF MILES RUN.

The number of miles run by passenger trains.....	359,133
The number of miles run by freight trains.....	501,008
The number of miles run by other trains	79,841
The number of passengers carried in cars (except military)	204,100
The number of tons of through freight carried	213,459
The number of tons of local freight carried	59,911

EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers.....	\$464,288 84
Its monthly earnings for transportation of freight	797,973 95
Its monthly earnings from all other sources.....	114,106 74

Months.	Passengers.	Freight.	Mail and Express.	Rents.	Miscellaneous.	Totals.
July, 1866.	\$32,457 18	\$47,042 46	\$6,030 00	.....	.....	\$85,529 64
August, " ..	46,590 05	67,459 24	6,900 00	.....	.....	120,949 29
September, " ..	40,045 54	74,817 56	6,061 22	.....	.....	120,924 32
October, " ..	46,810 33	91,916 17	9,617 22	.....	.....	148,343 72
November, " ..	33,678 64	76,552 37	12,176 88	.....	.....	122,407 89
December, " ..	57,992 55	45,567 44	10,141 71	.....	.....	113,701 70
January, 1867.	25,790 75	58,807 43	10,770 00	.....	.....	95,368 18
February, " ..	30,956 93	72,920 06	10,338 66	.....	.....	114,215 65
March, " ..	32,893 13	63,704 44	10,304 24	.....	.....	106,901 81
April, " ..	34,638 04	64,777 06	10,196 46	.....	.....	109,611 56
May, " ..	45,198 91	67,563 64	12,270 35	.....	.....	125,032 90
June, " ..	37,236 79	66,846 08	9,300 00	.....	.....	113,382 87
Totals.....	\$464,288 84	\$797,973 95	\$114,106 74	.....	.....	\$1,376,369 53

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$74,170 35
“ of passenger and baggage cars.....	28,560 43
“ of freight cars.....	74,077 59
Total.....	\$176,808 37

EXPENSES OF OPERATING THE ROAD.

Fuel.....	\$109,692 39
Oil	15,180 03
Loss and damage.....	9,427 59
Passenger expense.....	118,776 19
Freight “	159,835 77
General “	31,610 25
Engine repairs.....	74,170 35
Passenger cars, repairs.....	28,560 43
Freight “ “	74,077 59
Track “	189,038 19
Building “	17,035 13
Fence “	1,792 86
Bridge “	7,119 49
Waste.....	3,272 46
Stock damage.....	6,297 52
Telegraph.....	7,812 67
Stone	1,358 31

AGGREGATE OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

Total receipts during the year	\$1,376,369 53
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PAYMENTS.

Payments during the year, as follows:

Expenses of maintaining the road and real estate of the company	\$214,985 67
Expenses of repairs of machinery	74,170 35
Expenses of operating the road	310,222 21
For transportation expenses	255,678 99
For payment of interest	118,160 00
For dividends on stock—rate per cent. and amount 7 per cent.	309,400 00
For payments to all other sources—tax State, Connty, National, &c.	77,267 36
Total	1,359,884 58
Total amount of surplus fund	\$16,484 95

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

American Express Co., allowed to carry 16,000 lbs. each way on each train. Compensation, \$110 per day, and 50c. per 100 lbs. for any excess on any passage over the road.

United States Express Co., allowed to carry 5,000 lbs. west, and 2,500 lbs. east, on each train. Compensation, \$35 per day, and 50c. per 100 lbs. for excess.

Merchants' Union Express Co., allowed the same privileges and terms, on one train, as the American Express Co., and on the other train as the United States Express Co.

We have two through trains, each way, daily.

What freight or transportation companies run on your road, and on what terms?

Erie Transportation Co., White Line, Diamond Line, owned and expenses paid by the roads operating them.

Empire Line*, Star Union Line*—May 1st to Nov. 1st, westward, 20c. per 100; balance of year, westward, 22c. per 100; May 1st to Nov. 1st, eastward, 15c. per 100; balance of year, eastward, 18c. per 100.

Merchants' Despatch, at current rates	12,000 lbs., 1st class.
Peoples' " " " "	2,000 lbs., 2nd class.
	2,000 lbs. 3rd class.

Basis for car rate

16,000 lbs.

FENCING.

The whole length of road unfenced on either side, and the reason *therefor*?

Whole line in Ohio has been fenced; a small portion of the same has been burned away this fall, and not yet rebuilt.

No report of accidents.

* The above to furnish their own cars, labor and agencies, and being paid 3 mills per ton per mile mileage.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

DIRECTORS.

Stillman Witt	Cleveland, Ohio.
L. M. Hubby	" "
T. P. Handy	" "
William Collins	" "
Henry Wick	" "
H. B. Hurlbut	" "
James H. Godman	Columbus, Ohio.
John W. Barson	Muncie, Indiana.
E. J. Peck	Indianapolis, Indiana.
M. G. Walker	Pendleton, "
David Kilgore	Yorktown, "

OFFICERS.

Stillman Witt	President.
Edwin J. Peck	Vice President.
Edward King	Secretary and Treasurer.
Justus L. Cozad	Engineer and Supt.
David J. Hinckley	Auditor.
Elias J. Ford	General Ticket Agent.
Lucien Hills	General Freight Agent.

Communications intended for this company should be addressed as follows:

Indianapolis, Indiana.

State of Indiana, County of Marion, ss.:

Edward King, Secretary of the Bellefontaine Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, so far as he has been able to fill blanks in absence of the chief Engineer and Superintendent, from sickness, on the thirtieth day of June, A. D. 1867, according to the best of his knowledge and belief.

(Signed.)

EDWARD KING,
Secretary Bel. Railway Co.

Subscribed and sworn to before me this 9th day of November, A. D. 1867.

F. M. CHURCHMAN,

[SEAL.]

Notary Public.

CENTRAL OHIO RAILROAD.

HISTORY.

The charter was granted Feb. 8th, 1847, for the building of a railroad from the city of Columbus, through Newark and Zanesville, to such point on the Ohio river as the directors might select. Work was commenced in June, 1850, and a portion of the line opened for traffic in November, 1854. From that time forward the company labored under financial embarrassment, and was unable to finish and equip the road before it was overtaken with insolvency, and in May, 1859, was placed in the hands of a receiver, and in that condition operated until its final sale and reorganization or capitalization in the year 1865. By the terms of reorganization concessions were made by all classes of creditors and stockholders, by which nearly four millions of dollars of stock and debt was sunk.

The road runs in an easterly direction from Columbus to the Ohio river, a distance of one hundred and thirty-seven miles, thirty-three miles of which is owned and used in common with the Steubenville and Indiana Railroad Company, the latter company having purchased an undivided half thereof in 1863, at \$775,000 00.

There are thirty-five stations on the road for receiving passengers and freight, the principal of which are Columbus, Newark, Zanesville, Cambridge, Barnesville and Bellaire. There are ten engine houses and shops and twenty water stations on the line of road. There are five tunnels on the line east of Zanesville, with an aggregate length of 1870 feet; two are arched with stone, two with wood, and one requiring no arch.

The following is the present equipment :

Locomotives	25
First class passenger cars	12
Second class and emigrant passenger cars	12
Baggage, mail and express cars	8
Freight cars	417
Total number of persons employed in operating the road in Ohio	1163

By the terms of reorganization, when fully carried out, the cost of the road and equipment will be represented at \$5,500,000 00; of which \$3,000,000 00 is stock, and \$2,500,000 00 funded debt; making the cost of road and equipment a little over \$40,000 00 per mile.

On the 21st day of November, 1866, the company reorganized, entered into a contract for operating its road, fixtures and equipment, with the Baltimore and Ohio Railroad Company, for a term of twenty years, subject to termination in five years at the option of either party upon notice; the B. & O. R. R. Co., among other things, agreeing to pay for the first

five years as rent, quarter-yearly, the balance of gross earnings and receipts from the road after deducting sixty-five *per centum* thereof, and sixty *per centum* after five years, agreeing and guaranteeing that the amount to be paid shall not be less than \$166,000 for each year. This contract commenced on the 1st of December, 1866.

The road passes through a rich and populous portion of the State, and from the Ohio river to Zanesville, passes through extensive coal fields. Connecting with other roads at Columbus, with the Sandusky, Mansfield and Newark R. R., at Newark, and the Zanesville and Cincinnati R. R. at Zanesville, and constituting as it does, an important link in the Baltimore and Ohio road, for Western and North-western business, its traffic must steadily increase, and always render it an important line of road in the State.

A large amount of work has been done on the road and new equipment added since the Baltimore and Ohio R. R. Company took possession, and with the improvements and additions contemplated and under way, the road will be made very perfect. It is now in good working condition.

REPORT

OF THE

CENTRAL OHIO RAILWAY COMPANY.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS.

The amount of capital stock paid in, common stock estimated at.....	\$2,600,000 00
Preferred stock estimated at.....	400,000 00
The present amount of funded debt.....	2,500,000 00
The present amount of floating debt, Dec. 1st 1866	66,630 67

NOTE—The report of December 1st, 1866, is the first report made under the new organization of the Company's affairs, and it should be observed that the process of capitalization is not yet completed. Conversions of bonds, debt and stock, have not all been perfected. It is believed, however, that the above estimate of the stock of the company is not likely to be increased.

CHARACTERISTICS OF THE ROAD.

The length of single main track in Ohio	137 miles.
The aggregate length of sidings and other tracks, not above enumerated	17 "
The length of rail, re-laid, new, re-rolled, or old:	
New.....	1,911½ tons.
The number of switches on the road, and how many are private:	
Number on road, (sidings).....	60, besides Columbus, Zanesville and Bellaire.
The number of road crossings.....	119
How many are level (at grade) and how many bridged, (also how many under the track:)	
Level.....	98
Bridged	16
Under track	5
The number of wheels and axles in use in passenger trains, and how many renewed during the year, as follows:	

WHEELS.

Number in use	163
Renewed during the year.....	116

AXLES.

Number in use.....	84
Number renewed during the year.....	58

RUNNING OF TRAINS, Etc.

Miles per hour.

The rate of speed adopted for express passenger trains, including stops.....	23
The rate of speed actually attained by express passenger trains.....	35
The rate of speed adopted for mail and accommodation passenger trains, including stops	20
The rate of speed actually attained by mail and accommodation trains, including stops and detentions.....	20

BRIDGES IN OHIO.

The number of bridges, aggregate length, and whether wood or iron, distinguishing between main track and branches?

The greatest age of bridges?

The average age of bridges?

	No. of bridges			Aggregate length in feet.	Greatest age of bridges. (Yrs.)		Average age of bridges. (Yrs.)	
	Wood.	Iron.	Total.		Wood.	Iron.	Wood.	Iron.
Main Line.....	63	2	65	7,069	16	14	5	9½
Branches	----	----	----	-----	----	----	----	----
Total	63	2	65	7,069	16	14	5	9½

The number and description of new bridges built (during the year ending June 30, 1867?)

Specify each bridge.	Kind.	Whether wood or iron.	Length in feet.	When built.
Muskingum river ..	Ballman's patent.....	Iron	125	Spring of 1867.
Concord	Truss girder	Wood	32	" "
Zanesville	" "	"	29	" "

GRADES IN OHIO.

The maximum grade, with its length in main road, and also its branches?

The total rise and fall in main road, and also in branches?

The road would have to be surveyed to furnish this information.

CURVATURE IN OHIO.

The shortest radius of curvature, with length of curve in main road, and also in branches?

The total degrees of curvature in main road, and also in branches?

The total length of straight line in main road, and also in branches?

The road would have to be surveyed to furnish this information.

ESTIMATED VALUE OF ROAD AND EQUIPMENTS.

The estimated value of the road-bed, including iron and bridges.....	\$952,000
The estimated value of its rolling stock.....	496,250
The estimated value of its stations, buildings and fixtures	45,000
The estimated value of all its other property	47,750
Total.....	<u>\$1,541,000</u>

RATES.

The rates of fares for passengers and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified ?

PASSENGERS.

Through.....	2 4-10 cents.
Local.....	3 2-10 "

FREIGHT.

Through.....	2 cents.
Local.....	4 8-10 "

DOINGS OF THE YEAR (ENDING JUNE 30, 1867).

The number of tons of through freight carried	140,192.598
The number of tons of local freight carried	84,360.412
	<u>224,553.010</u>

EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers ?

Its monthly earnings for transportation of freight ?

Its monthly earnings from all other sources ?

Months.	Passen- gers.	Freight.	Mail and Express.	Rents.	Miscella- neous.	Totals.
July, 1866.....	\$25,375 97	\$43,447 30	\$4,100 80	.....	\$758 75	\$73,682 82
August, ".....	27,472 07	47,479 39	4,322 08	.....	873 30	80,146 84
September, ".....	28,942 62	45,353 93	3,885 85	.....	880 53	79,062 93
October, ".....	31,862 67	54,535 03	4,946 03	.....	891 01	92,234 74
November, ".....	24,214 49	48,896 06	5,906 69	.....	915 75	79,932 99
December, ".....	22,364 10	37,635 83	7,833 04	.....	2,232 70	70,065 67
January, 1867.....	17,822 73	37,393 24	4,228 29	.....	2,251 12	61,695 38
February, ".....	18,503 07	35,117 78	4,716 80	.....	2,292 27	60,629 92
March, ".....	24,014 39	41,009 01	4,597 97	.....	2,461 12	72,082 49
April, ".....	26,259 30	39,510 12	4,717 80	.....	2,957 85	73,445 07
May, ".....	23,911 04	44,030 84	4,275 57	.....	3,026 74	75,244 19
June, ".....	25,558 71	36,347 89	4,027 29	.....	4,140 99	70,074 88
Totals.....	296,301 16	510,756 42	57,558 21	.....	23,464 30	888,080 69

EXPENSES OF MAINTAINING THE ROAD AND REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and road-way, excepting cost of iron.....	\$147,518 60
Cost of iron used in repairs	172,033 38
Cost of ties.....	21,900 74
Repairs of buildings.....	9,680 78
Repairs of bridges.....	25,624 34
Taxes—State and county	11,366 40
Total.....	<u>\$388,124 24</u>

5—COM. RAILROADS.

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engine and tenders.....	\$112,271 98
Repairs of passenger and baggage cars	17,128 83
Repairs of freight cars.....	47,720 08
Repairs of tools and machinery in shops.....	18,902 71
Incidental expenditures—oil, fuel, clerks, watchmen, &c., about shops....	536 42
Total.....	\$196,560 02

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, etc	\$10,480 27
Agents and clerks	29,512 40
Labor—loading and unloading freight, porters, watchmen and switch-tenders	47,148 52
Wood and water station attendance.....	6,302 22
Conductors, baggage and brakemen	27,713 20
Engineers and Firemen	29,828 42
Fuel—cost and labor of preparing for use.....	91,808 32
Oil, tallow and waste	22,200 60
Loss and damage of goods and baggage, damage for injury of persons, damage to property, including damages by fire, and cattle killed on road.....	5,132 88
Contingencies	8,977 82
Foreign agencies.....	10,423 77
Internal revenue tax.....	20,645 04
Telegraph operators	8,771 78
Cleaning engines, cars, etc	16,421 16

AGGREGATE OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

Total receipts during the year	\$888,080 09
--------------------------------------	--------------

PAYMENTS.

Payments during the year as follows:

Expenses of maintaining the road and real estate of the company	\$388,124 24
Expenses of repairs of machinery.....	196,560 02
Expenses of operating the road.....	335,366 40
For payment of interest.....	144,166 67
For dividends on stock—rate per cent. and amount	22,825 00
Total.....	1,087,042 33

EXPRESS AND TRANSPORTATION COMPANIES.

What Express Companies run on your road, and on what terms?

Adams, American and United States.

The Adams pay \$60 per day, from May 1st to October 1st, and are allowed to carry 6,000 lbs. west, and 4,000 lbs. east; from October 1st to May 1st, \$80 per day, and are allowed to carry 14,000 lbs. west, and 4,000 east, with one messenger on each train.

The American runs between Columbus and Zanesville, and pays 32 cts. per 100 lbs., and half fare for the messenger.

The United States runs between Newark and Zanesville, and pays 26 cts. per 100 lbs., and half fare for messenger.

FENCING.

The whole length of road unfenced, on either side, and the reason therefor?

On north side of the road 177,394 feet.
 On south side of the road..... 165,633 "

NOTE.—Not fenced, because the company had not the means.

ANIMALS KILLED.

The number and kind of farm animals killed, and claim of damages therefor; amount paid and unpaid on said claims?

49 cows, 7 horses, 1 calf, 29 sheep, 7 hogs, 6 cattle.

Amount claimed, \$2,003.85. Amount paid, \$511.35.

PROPERTY BURNED.

The description of property burned by fire from locomotives, and amount of damages claimed therefor, and amount paid on said claims?

DESCRIPTION OF PROPERTY.

A few fence-rails and some cord-wood.

ACCIDENTS.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year?

Date.	Passengers.		Employees.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
July 5th, 1866.....	1	.....	.....	.....	.....	.....	1	.....
August 30th, 1866 .....	.....	.....	.....	.....	1	.....	1	.....
September 12th, 1866 .....	.....	.....	.....	.....	1	.....	1	.....
December 4th, 1866.....	.....	6	.....	.....	1	.....	1	6
February 8th, 1867 .....	.....	.....	.....	1	.....	.....	.....	1
February 9th, 1867.....	.....	.....	.....	1	.....	.....	.....	1
June 12th, 1867.....	.....	.....	.....	.....	1	.....	1	.....
June 15th, 1867.....	.....	.....	.....	.....	.....	1	.....	1
Total	1	6	.....	2	4	1	5	9

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injury inflicted on each person, and the name of such person, as follows:

July, 5, 1866, at Salesville, an intoxicated fireman from Wheeling, name unknown, who had been attending a celebration at Zanesville, went out on the platform of a car and fell off, breaking his skull. He died next day

August 20, 1866, at Zanesville, a man named Clark (drunk) went to sleep on the track, was run over by a freight train at about 2 o'clock A. M., and killed.

September 12, 1866, John Owens, of Union, fell off the top of a freight train and was run over and killed.

December 4th, 1866, west span of Muskingum bridge went down with a passenger train upon it, killing Jesse Hill, of Pleasant Valley, and injuring six or eight others.

February 8th, 1867, E. Heskett, a fireman, caught his foot in the cross head and guides of his engine, bruising and cutting it very badly.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

Hugh J. Jewett	Zanesville, O.
Daniel Applegate	Zanesville, O.
S. R. Hosmer	Zanesville, O.
W. B. Brooks	Zanesville, O.
W. H. Clement	Cincinnati, O.
Simon Gebhart	Dayton, O.
J. R. Swan	Columbus, O.
Wm. Dennison	Columbus, O.
John King, Jr.	Baltimore, Md.
Joseph H. Reiman	Baltimore, Md.
James W. Jenkins	Baltimore, Md.
James Harvey	Baltimore, Md.
John H. Heaton	St. Clairsville, O.

OFFICERS.

Hugh J. Jewett	President.
William Wing	Secretary.
Daniel Applegate	Treasurer.
D. W. Caldwell	Superintendent.
R. H. Buell	Auditor.
John W. Brown	Gen. Ticket Agent.
G. R. Blanchard	Gen. Freight Ag't.

State of Ohio, County of Muskingum, ss.

H. J. Jewett, President of the Central Ohio Railway Company, as reorganized, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of Nov., A. D. 1866, according to the best of his knowledge and belief.

(Signed)

H. J. JEWETT

President C. O. R. Co. as reorganized.

Subscribed and sworn to before me this 1st day of November, A. D. 1867.

[SEAL.]

F. A. SEBORN,
Notary Public.

NOTE.—The affidavit of Mr. Jewett applies to the returns to the 30th of November, 1866, only. For the remainder of the year returns were furnished by the Baltimore and Ohio Railroad Company lessees.

CINCINNATI, DAYTON AND EASTERN RAILROAD.

HISTORY.

The Cincinnati, Dayton and Eastern Railroad Company presents the anomaly of a company operating an important line of railway, without any road of its own. The company was chartered June 14th, 1865, and became the owner of the realty, right of way and other property of the Dayton and Cincinnati (Short Line) Railroad Company. On the 18th of October, 1866, the company leased the Sandusky and Cincinnati Railroad (formerly the Mad River and Lake Erie Railroad) for ninety-nine years, and is now engaged in rebuilding and operating the same, together with the Springfield and Columbus Railroad and the Findlay Branch. Negotiations and arrangements have been under way since the report of the company was called for. The stock of the Sandusky and Cincinnati (old Mad River and Lake Erie) R. R. Co. is being merged into the stock of this company, and other negotiations are pending.

The original stock and debt of the company is represented at \$620,000, of which \$465,000 is first mortgage debt and \$155,000 stock. Since the lease great energy and efficiency have been exhibited, and a large amount of money raised and applied in rebuilding and equipping the old Mad River road. In the short space of one year nearly ninety miles of road have been ballasted and relaid with new iron and ties; five new station houses have been built and others rebuilt or thoroughly repaired; new and substantial fences, cattle guards and crossings have been put up, new cars and machinery added, and an old and broken down road converted into a first class one.

The company has an arrangement for running its cars from and to Cincinnati over the Cincinnati, Hamilton and Dayton road, and expect soon to run cars through from Cincinnati to Cleveland, and to so perfect arrangements as to give them an attractive through line from and to New York and Boston.

The company reports the following equipment :

Locomotives.....	25
First class passenger cars.....	12
Second class passenger cars.....	4
Baggage, mail and express cars.....	5
Freight cars.....	421
Total number of persons employed in operating road.....	500

The following lines of road are embraced in the lease: The Sandusky

and Cincinnati (old Mad River & L. E.) R. R., from Dayton to Sandusky, 155 miles; Findlay Branch, from Carey to Findlay, 16 miles; and the Springfield and Columbus road, from Springfield to London, 20 miles. Total miles of road, 191. It is impossible at present to give the amount at which the line will be represented by stock and debt, as negotiations on that subject are not yet concluded.

SANDUSKY AND CINCINNATI RAILROAD.

HISTORY.

This road is now under lease to the Cincinnati, Dayton and Eastern Railroad Company. It was chartered January 5th, 1832, as the Mad River and Lake Erie Railroad Company, the first railroad company chartered in the State. Work was commenced on the road in the fall of 1835, and it was opened for traffic, a portion of the way, in May 1838, and completed to Dayton in 1851.

The original charter of this company is a good illustration of the crude and erroneous ideas entertained at that early period, as to the mode of operating railroads. At the date of the charter of this company, the only outlet to an eastern or southern market for the productions of all the interior portions of the State, or for travel, was by canals to the lakes on the north or the Ohio River on the south (or by wagons). Those living remote from these canals were put to great delays, inconvenience and expense in reaching the markets. To remedy this difficulty all the early charters were granted and roads commenced in a northerly and southerly direction, at points where easy access to the canals could not be had. The general impression prevailed at that time that these railroads would be used in much the same manner as the canals or turnpikes, that any one desiring to do business on them, had only to provide his own locomotive and cars and obtain certain license or grants and pay certain tolls to the company for the use of the track. That these roads might not become too great competitors to the canals, which had been built by the State, and were at the time objects of great favor and interest, the *tolls* upon them were limited to the same rate as those charged on the canals, and State commissioners were appointed, or to be appointed, having certain powers and jurisdiction over the roads, similar to those allowed to canal commissioners.

The work of building the road progressed very slowly, and little was accomplished for five years. In the year 1837 application was made to the Legislature, and the credit of the State obtained, for two hundred thousand dollars to aid in building the road. Subsequent amendments were made authorizing county and town subscriptions. The company struggled under embarrassments with a poor road, and strap rail, for several years, and obtained many amendments to the charter, and was finally driven to insolvency and their road placed in the hands of a receiver and sold. The original name of Mad River and Lake Erie was changed to Sandusky, Dayton and Cincinnati; negotiations were commenced and partially

concluded for capitalization and reorganization, which have been followed by a lease of the entire road and all its property, on the 18th October 1866, and a blending of interest with the Cincinnati, Dayton and Eastern Railroad Company, which promises a healthy and permanent reorganization, and the rebuilding and equipment of the oldest railroad in the State.

This company owns a branch road from Carey to Findlay, sixteen miles in length; and also has under lease, made by the Mad River and Lake Erie Railroad Co., on June 1, 1854, for fifteen years, the Springfield and Columbus road, from Springfield to London, twenty miles in length; all of which have passed into the hands of the Cincinnati, Dayton and Eastern Railroad Company.

SPRINGFIELD AND COLUMBUS RAILROAD.

HISTORY.

The charter for this road was granted Feb. 16th, 1849. Work was commenced in June 1851, but the company labored under embarrassments and was only able to build the road to London, a distance of twenty miles, to connect with the Columbus and Xenia Railroad; and on the first of June 1854, the road was leased to the Mad River and Lake Erie Railroad Company for fifteen years, the lessees agreeing to stock the road and run it, and out of the earnings to pay—first, expenses; second, the interest on \$150,000 of outstanding bonds of the company, and any balance remaining, to pay over to the lessors; report of earnings and expenses to be made monthly.

As no reports have been made, and the interest on the bonds has not been met, the presumption is that the road has never much more than paid expenses.

The original cost of the road is represented at \$346,000, of which \$196,000 is stock and \$150,000 first mortgage bonds. How much this indebtedness is increased by the failure to pay interest, I am not advised.

There are four stations on the road for receiving passengers and freight, Springfield and London being the principal ones.

REPORT

OF THE

CINCINNATI, DAYTON AND EASTERN RAILWAY CO.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS.

The amount of capital stock paid in.....	\$155,000 00
The present amount of funded debt.....	465,000 00

RUNNING OF TRAINS, Etc.

	Miles per hour.
The rate of speed adopted for express passenger trains, including stops....	24
The rate of speed adopted for mail and accommodation passenger trains, including stops.....	12 to 20

RATES.

The rates of fares of passengers, and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified?

PASSENGERS.

Through	3½ cents.
Local	3½ “

DOINGS OF THE YEAR (ENDING JUNE 30, 1867,) IN TRANSPORTATION, AND NUMBER OF MILES RUN.

The number of miles run by passenger trains.....	209,587
The number of miles run by freight trains.....	174,546
The number of miles run by other trains.....	47,448
The number of tons of through freight carried.....	40,000
The number of tons of local freight carried.....	110,000

EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers?

Its monthly earnings for transportation of freight?

Its monthly earnings from all other sources?

Months.	Passengers.	Freight.	Mail and Express.	Rents.	Miscellaneous.	Totals.
July, 1866	18,656.12	34,303.82	2,833.88	.....	.....	55,792.82
August, 1866	18,305.11	45,799.71	2,204.40	.....	.....	66,309.22
September, 1866..	15,670.94	35,441.63	2,937.71	.....	.....	54,050.28
October, 1866	22,580.99	42,230.60	6,805.11	.....	.....	71,616.70
November, 1866..	15,358.58	43,076.78	5,234.63	.....	.....	63,669.99
December, 1866..	16,225.43	22,995.23	3,839.67	.....	.....	43,060.33
January, 1867	13,029.76	18,206.96	4,172.08	.....	.....	35,408.80
February, 1867 ..	13,091.11	25,916.49	3,511.99	.....	.....	42,519.59
March, 1867	16,143.81	31,453.24	3,657.44	.....	.....	51,254.49
April, 1867	16,770.77	28,696.92	6,807.42	.....	.....	52,275.11
May, 1867	15,633.55	43,567.25	8,286.18	.....	.....	67,486.98
June, 1867	16,299.65	35,843.78	4,507.49	.....	7,944.98	64,595.90
Totals	197,765.82	407,532.41	54,798.00	.....	7,944.98	668,041.21

Cincinnati, Dayton and Eastern Company, lease signed October 18, 1866; result is given above from July 1st, 1866, including the earnings of the Sandusky and Cincinnati Railroad Company from July 1st to October 18th.

Springfield and Columbus earnings to be added for year :

Passengers	\$6,469 29
Freight	5,284 86
Express, &c.	204 35
Total	<u>\$11,958 50</u>

EXPENSES OF MAINTAINING THE ROAD AND REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and road-way, excepting cost of iron	\$91,765 78
Cost of iron used in repairs, and labor thereon	2,358 98
Cost of ties, spikes and chairs	28,842 62
Repairs of buildings	7,649 59
Repairs of fences and gates	4,625 48
Repairs of bridges	5,417 64
Taxes on real estate	20,364 00
Total	<u>\$161,024 09</u>

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders	\$65,506 89
Repairs of passenger and baggage cars	14,091 53
Repairs of freight cars	27,086 79
Repairs of tools and machinery in shops	3,606 00
Incidental expenditures, oil, fuel, clerks, watchmen, etc., about shops	4,634 92
New cars	9,974 34
Total	<u>\$124,900 47</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, etc.	\$6,628 97
Agents and clerks, including salaries of officers	21,383 43
Labor, loading and unloading freight, porters, watchmen, and switch tenders	47,183 96
Water station attendance	5,046 29
Conductors, baggage and brakemen	20,954 01
Engineers and firemen	28,034 45
Fuel, cost and labor of preparing for use	73,909 05
Oil and waste for engines and tenders	6,292 23
Oil and waste for freight cars	1,686 19
Oil and waste for passenger and baggage cars	232 45
Loss and damage of goods and baggage	1,026 79
Damage for injury of persons	2,781 50
Damage to property, including damage by fire and cattle killed on road	216 55
Contingencies	4,959 44
Rents and insurance	2,015 47
Law expenses	1,583 99
Telegraph expenses	3,092 90
Total	<u>\$236,952 06</u>

Total expenses S. & C. Railroad Company to be added to these figures,
\$9,924.39.

AGGREGATE RECEIPTS AND EXPENDITURES.

RECEIPTS.

Total receipts during the year	\$668,041 21
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PAYMENTS.

Payments during the year, as follows:

Expenses of maintaining the road and real estate of the company, including taxes.....	\$161,024 09	
Expenses of repairs of machinery.....	124,900 47	
Expenses of operating the road.....	227,027 67	
For payment of interest, rental 8 months.....	86,666 66	
		<hr/> 599,618 89
Total amount of surplus fund.....		\$68,422 32

EXPRESS AND TRANSPORTATION COMPANIES.

What Express Companies run on your road, and on what terms?

United States Company, from Sandusky to Dayton and Findlay Branch.

Merchants Union Company, Sandusky to Dayton.

American Express Company, Springfield to London.

Terms not fully agreed upon.

FENCING.

The whole length of road unfenced, on either side, and the reason therefor?

Now being refenced, part being fenced this year, balance will probably be done next year.

ANIMALS KILLED.

The number and kind of farm animals killed, and claim of damages therefor; amount paid and unpaid on said claims?

Various kind of animals; amount paid, \$216.55.

ACCIDENTS.

A statement of all casualties resulting in injuries to persons, and extent and cause thereof, during the year?

January 5th, 1867, two passengers killed, and one slightly injured—one adult and one child. The cause thereof, passenger car capsized, caused by a rail breaking; train was running very slow, not over 16 miles an hour; and no blame was attached to the company by the friends of the persons killed.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

Rush R. Sloane.....	Sandusky, Ohio.
Abraham Cahill.....	Dayton, “
Charles Butler.....	Franklin, “
William Wilshire.....	Cincinnati, “
Henry C. Lord.....	“ “
E. S. Hamline.....	“ “
Jacob W. Pierce.....	Boston, Mass.
John C. Pratt.....	“ “
Israel M. Spelman.....	“ “
John S. Farlow.....	“ “
Elisha C. Litchfield.....	New York.

OFFICERS.

Rush R. Sloane.....	President.
Lester H. Latham.....	Secretary and Treasurer.
George Morton.....	Engineer.
J. C. Williams.....	Superintendent.
L. H. Lewis.....	Auditor.
J. A. Ostrander.....	General Ticket Agent.
John C. Buxton.....	General Freight Agent.

State of Ohio, County of Erie, ss.

Rush R. Sloane, President of the C. D. & E. Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D., 1867, according to the best of his knowledge and belief.

(Signed)

RUSH R. SLOANE.

Subscribed and sworn to, before me this 23rd day of September, A. D., 1867.

[SEAL.]

LESTER H. LATHAM,
Notary Public.

REPORT

OF THE

SANDUSKY AND CINCINNATI RAILWAY COMPANY.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS.

Capital stock now being merged into the capital stock of the C. D. & E. Railroad Co.:	
Preferred stock.....	\$445,596 44
The present amount of funded debt.....	1,362,873 49

CHARACTERISTICS OF THE ROAD.

The length of single main track.....	155 miles.
The length of branches, stating whether they have single or double track:	
Springfield branch (single)	19 "
Findlay branch (single)	16 "
The aggregate length of sidings and other tracks not above enumerated	19 72-100
The number of switches on the road and how many are private:	
Number on road.....	174
Number (private)	12
The number of road crossings	217
How many are provided with flagmen	4
How many are level (at grade) and how many bridged, (also how many are under the track:)	
Level	209
Bridged	5
Under tracks	3
The number of wheels and axles in use in passenger trains, and how many renewed during the year, as follows:	

WHEELS.

Number in use	168
Renewed during year	110

AXLES.

Number in use	84
Number renewed during year.....	49

BRIDGES.

The number of bridges, aggregate length, and whether wood or iron, distinguishing between main track and branches?

The greatest age of bridges? 25 years.

The average age of bridges? 17 years.

	No. of bridges.			Aggregate length in feet.	Greatest age of bridges. (Yrs.)		Average age of bridges. (Yrs.)	
	Wood.	Iron.	Total.		Wood.	Iron.	Wood.	Iron.
Main Line....	32	....	32	2,252	25	....	17	....
Branches	2	....	2	150	5	....	5	....
Total	34	....	34	2,402	....	....	....	....

The number and description of new bridges built (during the year ending June 30, 1867) ?

One wooden arch-brace and truss bridge, thirty-six feet in length, built in 1867.

GRADES.

The maximum grade, with its length in main road and also in branches ?

The total rise and fall in main road, and also in branches ?

	Main line.	
	Miles ascending	Miles descending.
Maximum grade, 43 feet per mile.....	.....	8-10
Level, 11 85-100 .....	.....	.....
From level to 20 feet per mile.....	63.23	42.89
From 20 to 40 feet per mile	18.19	16.44
From 40 to 60 feet per mile	1.35	1.05
Total miles.....	82.77	60.38
Total rise and fall	Rise..1,120.31 ft.	Fall .884.41 ft.

CURVATURE.

The shortest radius of curvature, with length of curve in main road, and also in branches ? 955 feet radius ; length 270 feet.

The total degrees of curvature in main road, and also in branches ? 1,448° 36' main line.

The total length of straight line in main road, and also in branches ? 132 19-100 miles.

	Main road.
Number of miles of straight line	132.19
Number of miles of curved line	22.81
Number of curves.....	59
Number of miles of line curved with radius of 5730 feet or more	13.24
Number of miles of line curved with radius of 2865 feet or between 2865 and 5730 feet	6.50
Number of miles of line curved with radius of 1433 feet or between 1433 and 2865 feet	2.51
Number of miles of line curved with radius of 955 feet or between 955 and 1433 feet.....	.56
Minimum radius of curvature.....	13,751.
Total degrees of curvature	1,448° 36'

ESTIMATED VALUE OF ROAD AND EQUIPMENT.

The estimated value of its rolling stock	\$298,172 00
The estimated value of all its other property.....	566,274 00
Total	\$864,446 00

As fixed by board of appraisers for taxation May 14, 1867.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

Jacob W. Pierce.....	Boston, Mass.
Theo. A. Neal	Boston, Mass.
Israel M. Spelman.....	Boston, Mass.
L. H. Latham	Sandusky, O.
Rush, R. Sloane	Sandusky, O.
Wm. G. Lane	Sandusky, O.
Oran Follett	Sandusky, O.
Elisha C. Litchfield	New York.
Wm. Wilshire.....	Cincinnati, O.

OFFICERS.

Oran Follett	President.
Lester H. Latham	Sec'y and Tr'surer.
George Morton.....	Engineer.
J. C. Williams	Superintendent.
L. H. Lewis.....	Auditor.
J. A. Ostrander.....	Gen. Ticket Agent.
John C. Buzton	Gen. Freight Ag't.

The operations of the year are included in report of Cin., Dayton and Eastern R. R. Co.

State of Ohio, County of Erie, ss.

Oran Follett, President of the Sandusky and Cincinnati Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

O. FOLLETT,
President.

Subscribed and sworn to before me this 23d day of September, A. D. 1867.

[SEAL.]

L. H. LATHAM,
Notary Public.

REPORT

OF THE

SPRINGFIELD AND COLUMBUS RAILWAY COMPANY.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS.

The amount of capital stock paid in.....	\$196,000
The present amount of funded debt.....	150,000

CHARACTERISTICS OF THE ROAD.

The length of single main track.....	20 miles.
The aggregate length of sidings and other tracks, not above enumerated, about	1 mile.
The number of switches on the road, and how many are private? Number on road	4
The number of road crossings.....	12

How many are level (at grade,) and how many bridged? Also, how many under the track?

Level	10
Bridged	1
Under track.....	1

BRIDGES.

The number of bridges, aggregate length, and whether wood or iron; distinguishing between main track and branches?

The greatest age of bridges?

The average age of bridges?

Five wooden bridges on main line; built in 1854; re-built, but do not know year.

GRADES.

The maximum grade, with its length in main road, and also its branches?

Forty feet to the mile.

ESTIMATED VALUE OF ROAD AND EQUIPMENT.

The estimated value of the road-bed, including iron and bridges.....	\$346,000
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EARNINGS FOR THE YEAR.*

Statement of the earnings of the Springfield and Columbus Railroad for the twelve months ending June 30th, 1867.

	Passenger.	Freight.	Express.
July, 1866.....	\$547 61	\$406 37	.....
August, 1866.....	599 24	498 93	.....
September, 1866.....	508 58	578 63	.....
October, 1866.....	498 73	594 01	.....
November, 1866.....	480 02	538 64	.....
December, 1866.....	526 55	429 34	.....
January, 1867.....	463 20	491 44	.....
February, 1867.....	425 03	318 29	.....
March, 1867.....	670 40	395 18	.....
April, 1867.....	566 58	332 07	\$78 00
May, 1867.....	584 55	406 15	81 00
June, 1867.....	598 80	295 81	45 35
Total.....	6,469 29	5,284 86	204 35

* Reported by Lessees.

RECAPITULATION.

Passenger.....	\$6,469 29
Freight.....	5,284 86
Express.....	204 35
Total.....	11,958 50
Expenses for fiscal year.....	\$9,924 39

NAME AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

William H. Clement.....	Morrow, Ohio.
E. G. Dial.....	Springfield, Ohio.
R. D. Harrison.....	Columbus, "
Samuel Clark.....	Springfield, "
Richard Rodgers.....	Springfield, "
Richard Spencer.....	Springfield, "
D. Hayward.....	Clark Co., "
R. D. Harrison.....	President.
E. G. Dial.. ..	Secretary.

State of Ohio, County of Franklin, ss.

R. D. Harrison, President of the Springfield and Columbus Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1867 according to the best of his knowledge and belief.

(Signed)

R. D. HARRISON,

President Springfield and Columbus R. R.

Subscribed and sworn to before me this 19th day of November, A. D. 1867.

GEO. B. WRIGHT,

Commissioner.

CINCINNATI, HAMILTON AND DAYTON RAILROAD.

HISTORY.

The charter for building this road was obtained on the 2d of March, 1846, as the Cincinnati and Hamilton Railroad Co., and on the 8th of February, 1847, the charter was amended, giving the present corporate name.

The road runs in a north-easterly direction from Cincinnati to Dayton, a distance of sixty miles. A small amount of grading was done in the year 1848, but active operations were not begun until March, 1850; and the work was suspended until September, on account of prevalence of cholera. The year following—September 22d, 1851—the road was opened for traffic.

The cost of road and equipment is now represented, by stock and debt, at \$5,520,800 (about \$92,000 per mile), of which \$3,260,800 is stock, and \$2,260,000 debt. About one half of the stock, and about \$950,000 of the debt, is held and owned by citizens of this State.

There are 23 stations on the road for receiving passengers and freight, the principal ones being Cincinnati, Hamilton and Dayton. The company has four engine houses and shops, and eight water stations, on the road, and the following equipment:

Engines	34
First class passenger cars	31
Baggage, mail and express cars	13
Freight cars	437
Total number of persons employed in operating the road	785

This is a very important line of road, being the greatest railway thoroughfare to and from Cincinnati. Although only sixty miles in length, its earnings are very large, and the stockholders have always enjoyed a fair interest on their investment. In addition to its own local business, all the traffic of the Dayton and Michigan, Cincinnati, Dayton and Eastern, and the Atlantic and Great Western railroads, to and from the city of Cincinnati, passes over its entire length; and two others from Hamilton to Cincinnati. The company has suffered greatly from floods, and to guard against this in future, a large amount of money has been expended the past year in rebuilding bridges and changing their location; and, when completed, the work will be very substantial, and probably permanent. On account of the immense traffic over the road, a large force is constantly employed on the track, and the road is kept in good order.

DAYTON AND MICHIGAN RAILROAD.

HISTORY.

The charter for building this road was granted on the 5th of March, 1851. The line runs north and south, from Dayton to Toledo. Work was commenced in January, 1852, and the line opened for traffic, from Dayton to Troy, in April, 1853; to Piqua in 1854; to Sidney in November, 1856; and to Toledo September 1, 1859—the whole distance being 141.37 miles.

There are 35 stations on the road for receiving passengers and freight, the principal of which are Dayton, Troy, Piqua, Sidney, Wapakonnetta, Lima, Ottawa, Perrysburgh and Toledo. The company has two engine houses and shops, and sixteen water stations, on the road, and the following equipment:

Engines	21
First class passenger cars.....	4
Baggage, mail and express cars.....	4
Freight cars	351
Total number of persons employed in operating the road.....	421

The cost of the road and equipment, up to March 31st, 1867, was \$6,396,981.53, of which \$2,388,063.57 is stock, and \$4,008,917.96 debt; making the cost of road and equipment a little over \$45,000 per mile.

The road is under the same general management as the Cincinnati, Hamilton and Dayton R. R.; both are worked together as one line, though their accounts and business are kept separate. The northern portion of the road passes through a comparatively new country, much of which is covered with valuable timber. The timber is rapidly enhancing in value, and forms an important item of transportation. Much of this land appears flat and wet, but when cleared and opened to the sun, is found to be rich and productive, yielding excellent crops of corn and other grain, and well adapted to pasturage. The southern portion of the road passes through a very rich and well improved agricultural portion of the State.

A large amount of work has been done on the road during the past year, and further improvements are under way. The track is generally in good running condition, and with the improvements under way and additional new iron and ballast, designed to be put upon the road the ensuing year, it will be an excellent line of road.

CINCINNATI, RICHMOND AND CHICAGO RAIL-ROAD.

HISTORY.

The charter for building this road was granted February 8th, 1847, as the Eaton and Hamilton Railroad Company, with the right to construct a railroad from Eaton, Preble county, to Hamilton, Butler county. Work was commenced on the 20th of March, 1850, and a portion of the line opened for traffic in January, 1853. Embarrassment and insolvency followed, and, in 1865, the stockholders and creditors adopted a plan of capitalization and readjustment, in pursuance of which the road was sold and a reorganization made, under the law of April 11, 1861. The year following—May 3d, 1866—under this reorganization, the name of the company was changed from Eaton and Hamilton to its present corporate name, and the property passed under the control and general management of the officers of the Cincinnati, Hamilton and Dayton Railroad Company; and the road is now worked in connection with it as one line, in the same manner as the Dayton and Michigan road. By the reorganization and adjustment nearly \$700,000 of stock and debt of the old company was sunk.

The road extends from Hamilton, Butler county, to Richmond, Indiana, a distance of forty-two miles, passing in a northerly direction from Hamilton to Eaton; thence in a northwesterly direction to Richmond, Ind.—thirty-six miles of the road being in Ohio, and six miles in Indiana.

There are 12 stations on the road in Ohio for receiving passengers and freight, the principal of which are Hamilton and Eaton. The company has one engine house and shop, in this State, and two water stations. The following is the equipment:

Engines	6
First class passenger cars	3
Baggage, mail and express cars	4
Freight cars	71
Total number of persons employed in operating the road in Ohio	120

The cost of road and equipment, as represented by stock and debt, is \$573,830.68, or about \$12,500 per mile.

REPORT

OF THE

CINCINNATI, HAMILTON AND DAYTON RAILWAY CO.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBT.

The amount of capital stock paid in	\$3,260,800 00
The present amount of funded debt	1,750,000 00
The present amount of floating debt	510,000 00

CHARACTERISTICS OF THE ROAD.

The length of single main track	51.85 miles
The length of double main track	8.15 "
(Nearly all the road has four rails to the track, accommodating the 4-10 and 6 feet gauges.)	
The aggregate length of sidings and other tracks not above enumerated ...	22.43 "
The number of switches on the road, and how many are private:	
Number on road	154
The number of road crossings	102
How many are provided with flagmen	14
How many are level (at grade), and how many bridged, (also how many under the track:)	
Level	91
Bridged	5
Under track	6
The number of wheels and axles in use in passenger trains, and how many renewed during the year, as follows:	

WHEELS.

Number in use	352
Renewed during year	197

AXLES.

Number in use	176
Number renewed during year	70

RUNNING OF TRAINS, Etc.

The rate of speed adopted for express passenger trains, including stops (miles per hour)	23
The rate of speed adopted for mail and accommodation passenger trains, including stops, (miles per hour)	22

BRIDGES.

The number of bridges, aggregate length, and whether wood or iron, distinguishing between main track and branches?

The greatest age of bridges? One bridge now fourteen years old.

The average age of bridges? Fourteen bridges nearly new, or now being built.

Total number? Fifteen—wood. Aggregate length in feet? 3,461.

The number and description of new bridges built (during the year ending June 30, 1867?)

By what name distinguished.	Whether wood or iron.	Length in feet.	When built.
Number 2	Wood	160	October, 1866.
Number 10	Wood	90	July, 1866.
Number 15	Wood	98	August, 1866.

1,700 feet of new will be substituted for a like number of old bridges by the close of this year.

GRADES.

The maximum grade, with its length in main road, and also its branches?

The total rise and fall in main road, and also in branches?

From level to twenty (20) feet per mile, ascending 50.7 miles; descending 9.3 miles, including five miles maximum grade.

Total rise and fall—Rise, 361.3; Fall, 110.8—472.1.

CURVATURE.

The shortest radius of curvature, with length of curve in main road, and also in branches?

The total degrees of curvature in main road, and also in branches?

The total length of straight line in main road, and also in branches?

	Main road.
Number of miles of straight line	42.12
Number of miles of curved line	17.88
Number of curves.....	36
Number of miles of line curved, with radius of 573 feet, or more	8.76
Number of miles of line curved, with radius of 2,865 feet, or between 2,865 and 5,730 feet.....	8.15
Number of miles of line curved, with radius of 1,433 feet, or between 1,433 and 2,865 feet.....	.20
Number of miles of line curved, with radius of 955 feet, or between 955 and 1,433 feet.....	.38
Number of miles of line curved, with radius of less than 574 feet .....	.56
Minimum radius of curvature (feet).....	3.93
Total degree of curvature	1122° 05'

REMARKS.

There is no curve of less radius than 1,500 feet, where the speed of trains exceeds six miles per hour; and the minimum radius is at the entrance

to the passenger depot at Cincinnati. In both cases the speed of trains is governed by other causes than the curvature of the track.

ESTIMATED VALUE OF ROAD AND EQUIPMENT.

The estimated value of the road-bed, including iron and bridges.....	\$1,189,570 00
" " value of its rolling stock.....	450,000 00
" " value of its stations, buildings and fixtures.....	474,245 00
" " value of all its other property.....	122,267 00
Total.....	\$2,236,082 00

RATES.

The rates of fares for passengers and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified?

PASSENGERS.

First class, through, per mile, estimated.....	3 cents.
" " way, per mile.....	3½ "
Second class, per mile.....	1½ "
Third class, through, per mile.....	1 "

FREIGHTS.

The tariff is not made upon the principle of per ton per mile, but on the average rates and far below those allowed in the company's charter. See tariff already sent you.

DOINGS OF THE YEAR (ENDING JUNE 30, 1867,) IN TRANSPORTATION AND NUMBER OF MILES RUN.

The number of miles run by passenger trains.....	276,821
" " of miles run by freight trains.....	192,869
" " of miles run by other trains.....	74,634

The number of tons of through freight carried?

The number of tons of local freight carried?

Total number of tons carried	340,916
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EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers?

Its monthly earnings for transportation of freight?

Its monthly earnings from all other sources?

Months.	Passen- gers.	Freight.	Mail and Express.	Rents.	Miscel- laneous.	Totals.
July, 1866.....	\$12,943 18	\$46,547 15	\$2,335 21	\$3,304 16	.....	\$95,129 70
August, ".....	36,157 67	64,275 92	2,345 30	3,329 16	.....	106,108 05
September, ".....	31,980 26	60,652 76	2,391 56	3,804 16	.....	98,828 74
October, ".....	49,918 43	72,975 52	4,451 21	3,566 66	.....	130,911 82
November, ".....	33,919 67	72,440 32	4,143 91	3,317 66	.....	113,821 56
December, ".....	35,259 01	59,662 09	3,812 78	3,879 18	.....	102,613 06
January, 1867.....	41,303 39	65,276 26	3,451 80	3,391 67	.....	113,423 12
February, ".....	28,439 84	59,536 05	3,508 06	3,229 18	.....	94,683 13
March, ".....	33,228 00	63,133 78	4,034 27	3,341 67	.....	104,237 72
April, ".....	39,584 57	61,601 38	5,439 17	3,318 16	.....	109,943 28
May, ".....	39,988 76	64,362 72	4,875 35	3,533 16	.....	112,759 99
June, ".....	36,081 32	51,949 01	3,764 32	4,086 17	.....	95,880 82
Car services for 12 mos. ....	.....	.....	.....	.....	\$21,543 93	21,543 93
Totals.....	448,804 10	742,382 96	44,552 94	42,600 99	21,543 93	1,299,884 92

EXPENSES OF MAINTAINING THE ROAD, AND REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and road-way, excepting cost of iron.....	\$88,277 95
Cost of iron used in repairs.....	30,914 91
Cost of ties.....	18,494 01
Repairs of buildings.....	14,960 62
“ of fences and gates.....	2,042 96
“ of bridges and wages of watchmen.....	87,215 74
Taxes on real estate.....	34,516 32
Total.....	276,422 51

EXPENSE OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$46,550 19
“ of passenger and baggage cars.....	30,583 58
“ of freight cars.....	37,533 98
“ of tools and machinery in shops.....	6,124 67
Incidental expenditures, oils, fuel, clerks, watchmen, &c., about shops.....	16,462 73
Total.....	137,255 15

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationary, &c.....	19,027 91
Officers, agents, clerks and laborers.....	133,632 55
Porters, watchmen and switch tenders.....	29,450 13
Wood and water station attendance, rents and repairs, water stations.....	3,423 78
Conductors, baggage and brakemen.....	45,303 63
Engineers, firemen and wipers.....	47,206 43
Fuel, cost and labor of preparing for use.....	128,298 22
Oil and waste for engines and tenders.....	11,760 21
Oil and waste for freight cars.....	4,338 05
Oil and waste for passenger and baggage cars.....	1,805 93
Loss and damage of goods and baggage.....	12,576 16
Damage for injury of persons.....	6,394 39
Damage to property, including damages by fire and cattle killed on road.....	242 67
Contingencies.....	13,087 13
Telegraph expenses.....	11,885 57
Total.....	\$468,432 76

AGGREGATE OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

Total receipts during the year.....	\$1,301,536 67
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PAYMENTS.

Payments during the year, as follows:

Expenses of maintaining the road and real estate of the company.....	\$276,422 51
Expenses of repairs of machinery.....	137,255 15
Expenses of operating the road.....	468,432 76
For payment of interest.....	162,278 94
For dividends on stock, rate per cent., and amount 8 per cent.....	297,328 00
For payments to all other sources.....	36,598 89
Total.....	\$1,378,316 25

REMARKS.

In making up tables of receipts and expenses, we have taken our report for the fiscal year ending March 31st, 1867, which will vary from the gross

amount for year ending July 1, by a decrease in expenditures of \$39,758.23; and in receipts \$1,651.75.

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

American Express Company, \$7.50 per day for 4,000 pounds, North; and 2,000 South, 15 cents per 100 pounds for excess; 25 miles from Cincinnati—Hamilton.

New contract for increased rates about being made.

United States, \$36.00 per day for 6,000 pounds North, and 4,000 South, between Cincinnati and Dayton 60 miles; excess, 30 cents per 100 lbs.

Merchants' Union—same.

What freight or transportation companies run on your road, and on what terms?

Great Western Despatch, from Dayton to Cincinnati, being a part of a through line from Eastern cities, on the broad gauge. Does only a Western bound business. No contract. This company takes its proportion of the through car rate made East.

The Diamond Line is run by the several broad gauge railroad companies at regular rates.

The Atlantic Time Line is run over the same broad gauge roads, and on the same terms as the Diamond Line.

FENCING.

The whole length of road unfenced on either side, and the reason therefor?

The road has been all fenced, but now is in bad order from the effect of age, fire and floods.

ACCIDENTS.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause, and the extent of the injury inflicted on each person, and the name of such person, as follows:

July 18, 1866.—At Hamilton, accommodation train, Frank Cline, a brakeman, while trying to couple train, fell and was run over, losing one of his legs.

July 27, 1866.—At Hamilton, O., George W. Fish, a switchman, in yard, got his foot in between the rails and was killed.

August 17, 1866.—Near Brighton, Henry Frichler was walking on the track, and was not discovered until struck and killed.

Sept. 13, 1866.—In Cincinnati yard, Patrick Waldron, in attempting to get on a train that was being switched in the yard, fell in between two cars and was killed.

Oct. 9, 1866.—Michael McGlynn, a brakeman on accommodation train, attempted to get on at Carthage Station after the train started, and fell between the cars and died from injuries received.

Nov. 10, 1866.—Barney Cosgrove attempted to cross Freeman street, Cincinnati, ahead of approaching train, and was killed.

Dec. 1, 1866.—A German (name not on file), while driving a distillery wagon over the road at Cummins ville, was ran into and killed.

Dec. 25, 1866.—Timothy Keiville, killed at Elk Creek (between Trenton and Middletown), was riding on engine which fell through trestle work.

Dec. 29, 1866.—Andrew Koppt and wife were severely injured, but recovered in about four months; were driving a wagon across the track at Brighton, and were ran into and thrown violently on the ground.

May 29, 1866.—John Moore had all the fingers cut from one hand and two fingers from the other, while attempting to climb up an embankment near Mill Creek, and was holding himself up by clinging to track while train was passing.

[The melancholy accident which occurred on this road, near Lockland Station, on the morning of November 21, 1867, resulting in the death of four ladies and one gentleman, has called out much public notice and criticism, and some just strictures upon railway management generally, but the following statistics furnished me by the company, in connection with its report of the accident, will be interesting :

The road was open for business in September, 1851. From that date to December 1, 1867, a period of sixteen years and one and one-half months, 7,079,849 passengers had been transported, of whom *nine* only (including the five above referred to) lost their lives by accident, on the road, averaging *one* passenger in 786,649. In the sixteen years ending September, 1867, the average deaths to passengers, caused by accident, was *one* in 1,764,462.—COMMISSIONER.]

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

S. S. L'Hommedieu.....	Cincinnati, Ohio.
John W. Hartwell.....	Cincinnati, "
John W. Ellis.....	Cincinnati, "
George T. Stedman.....	Cincinnati, "
John Young.....	Cincinnati, "
William Goodman.....	Cincinnati, "
Lowell Fletcher.....	Cincinnati, "
George H. Hill.....	Cincinnati, "
William Beckett.....	Hamilton, "

OFFICERS.

S. S. L'Hommedieu.....	President.
John W. Hartwell.....	Vice President.
F. H. Short.....	Sec'y and Treasurer.
Daniel McLaren.....	Gen'l Superintendent.
Samuel Stevenson.....	General Ticket Agent.
Joshua R. Reed.....	General Freight Agent.

State of Ohio, County of Hamilton, ss.

F. H. Short, Secretary and Treasurer of the Cincinnati, Hamilton and Dayton Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the first day of July, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

F. H. SHORT,

Sec'y and Treas. Cin., Ham. and Dayton R. R

Subscribed and sworn to before me this 12th day of November, A. D. 1867.

[SEAL.]

R. D. STEVENSON,

Notary Public.

R E P O R T

OF THE

DAYTON AND MICHIGAN RAILWAY COMPANY.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS.

The amount of capital stock paid in	\$2,338,063 57
The present amount of funded debt.....	3,683,500 00
The present amount of floating debt.....	325,417 96
	6,346,981 53

CHARACTERISTICS OF THE ROAD.

The length of single main track.....	141.37 miles.
The aggregate length of sidings and other tracks not above enumerated.	15.11 "
The number of switches on the road, and how many are private; number on road.....	123
The number of road crossings.....	132
How many are provided with flagmen.....	1

How many are level (at grade,) and how many bridged; also, how many under the track?

Level.....	128
Under track.....	4

The number of wheels and axles in use in passenger trains, and how many renewed during the year, as follows:

WHEELS.

Number in use.....	64
Renewed during year.....	36

AXLES.

Number in use.....	32
Number renewed during year.....	15

RUNNING OF TRAINS, Etc.

	Miles per hour.
The rate of speed adopted for express passenger trains, including stops.....	25
The rate of speed adopted for mail and accommodation passenger trains, including stops	28

BRIDGES.

The number of bridges, aggregate length, and whether wood or iron, distinguishing between main track and branches?

Greatest age of bridges?

Average age of bridges?

Sixteen (16) wooden bridges on main line; aggregate length in feet, 2,268.

Greatest age of wood, 15 years.

Average age of wood, estimated 12 years.

The number and description of new bridges built (during the year ending June 30th, 1867.)

By what name distinguished.	Whether wood or iron.	Length in feet.	When built.
Portage Creek.....	Wood	70	Summer, 1866.
Little Hog Creek.....	"	70	"
Cranburg Creek.....	"	70	"
Canal bridge, Dayton.....	"	70	January, 1867.
Canal bridge, Sidney.....	"	132	March, 1867.
Miami bridge, Sidney.....	"	250	June, 1867.
Brush Creek.....	"	124	"

GRADES.

The maximum grade, with its length in main road, and also in branches?

The total rise and fall in main road, and also in branches?

	Main Line Northerly.	
	Miles Ascending.	Miles Descending.
Maximum grade	1.21	.....
Level	2.27	.....
From level to 20 feet per mile	40.97	83.22
" 20 " 40 " " "	6.42*	7.75
Total miles	49.66	90.97
Total rise and fall.....	<div> Rise, 547.32 Fall, 743.82 </div> } 1291.14 feet.	

* The length of maximum grade of 1.21 miles is included in this.

CURVATURE.

The shortest radius of curvature, with length of curve in main road, and also in branches?

The total degrees of curvature in main road, and also in branches?

The total length of straight line in main road, and also in branches?

	Main Road.
Number of miles of straight line	129.75
“ “ curved “	11.62
“ curves	48
“ miles of line curved with radius of 5730 feet or more	3.70
“ miles of line curved with radius of 2865 feet or between 2865 and 5730 feet	4.34
“ miles of line curved with radius of 1433 feet or between 1433 and 2865 feet	2.75
“ miles of line curved with radius of 955 feet or between 955 and 1433 feet	0.66
“ miles of line curved with radius of 574 feet or between 574 and 955 feet	0.17
Minimum radius of curvature	875 ft.
Total degrees of curvature	1087°36'

ESTIMATED VALUE OF ROAD AND EQUIPMENT.

The estimated value of the road bed, including iron and bridges	\$961,767 41
The estimated value of its rolling stock	224,992 32
The estimated value of its stations, buildings and fixtures	158,565 00
The estimated value of all its other property	35,000 00
	<hr/>
	\$1,380,324 73

RATES.

The rates of fares for passengers and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified ?

PASSENGERS.

First class, through, per mile	3 cents.
First class, way, per mile	3½ “
Second class, through, per mile	1½ “
Third class, through, per mile	1 “

The tariff is not made upon the principle of per ton per mile, but on the average rates, and far below those allowed in the company's charter.

DOINGS OF THE YEAR (ENDING JUNE 30, 1867) IN TRANSPORTATION, AND
NUMBER OF MILES RUN.

The number of miles run by passenger trains	211,943
The number of miles run by freight trains	179,991
The number of miles run by other trains	168,050
Total movement of freight, or number of tons carried	185,211

EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers ?

Its monthly earnings for transportation of freight ?

Its monthly earnings from all other sources ?

Months.	Passengers	Freight.	Mail and Express.	Rents.	Miscellaneous.	Totals.
July, 1866..	\$29,073 22	\$36,148 88	\$2,969 39	.....	.....	\$68,191 49
August, " ..	25,954 84	44,716 34	2,965 41	.....	.....	73,636 59
September, " ..	22,855 94	36,474 61	2,787 64	.....	.....	62,118 19
October, " ..	35,822 06	54,830 67	4,222 95	.....	.....	94,875 68
November, " ..	26,258 14	56,178 10	5,040 85	.....	.....	87,477 09
December, " ..	24,388 11	31,061 64	4,869 19	.....	.....	60,318 94
January, 1867..	19,941 70	32,562 39	4,848 50	.....	.....	57,352 59
February, " ..	18,764 72	29,807 70	4,356 59	.....	.....	52,929 01
March, " ..	24,526 09	47,692 94	4,993 36	.....	.....	77,212 39
April, " ..	24,739 18	40,223 33	6,846 33	.....	.....	71,808 84
May, " ..	23,875 79	53,723 13	4,539 04	.....	.....	82,137 96
June, " ..	23,911 39	47,061 94	5,224 76	.....	.....	76,198 09
Rents, etc., 12 mos.	.....	.....	.....	\$1,286 25	.....	1,286 25
Totals.....	\$300,111 18	\$510,481 67	\$53,664 01	\$1,286 25	.....	\$865,543 11

EXPENSES OF MAINTAINING THE ROAD AND REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and road-way, excepting cost of iron.....	\$105,999 65
Cost of iron used in repairs.....	26,259 04
Cost of ties.....	23,409 19
Repairs of buildings.....	5,780 74
Repairs of bridges, \$25,980.61; renewals do, \$4,339.17; watching do, \$2,833.42	33,153 20
Taxes on real estate.....	25,980 76
Total.....	\$220,582 58

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$39,805 88
Repairs of passenger and baggage cars.....	9,447 20
Repairs of freight cars, \$47,450.48; other cars, \$2,491.90.....	49,942 38
Repairs of tools and machinery in shops.....	2,020 62
Incidental expenditures—oil, fuel, clerks, watchmen, etc., about shops.....	9,339 54
Mileage, and use of machinery of other companies.....	40,836 66
Total.....	\$151,392 28

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, etc.....	\$8,892 72
Agents and clerks.....	66,208 53
Wood and water station attendance.....	7,471 86
Conductors, baggage and brakemen.....	33,958 57
Engineers and firemen.....	45,561 43
Fuel—cost and labor of preparing for use.....	65,081 98
Oil and waste for engines and tenders.....	6,313 76
Oil and waste for freight, passenger and baggage cars.....	2,857 90
Loss and damage of goods and baggage.....	16,357 19
Damage for injury of person.....	1,563 29
Damages to property, including damages by fire and cattle killed on road.....	4,335 07
Contingencies.....	4,294 31
Rents paid other companies.....	12,579 87
Mail expenses.....	650 14
Telegraph expenses.....	4,262 12
Legal expenses.....	2,898 78
Total.....	\$283,322 52

AGGREGATE OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

Total receipts during the year \$865,543 11

PAYMENTS.

Payments during the year, as follows :

Expenses of maintaining the road and real estate of the company.....	\$220,582 58
Expenses of repairs of machinery	151,392 28
Expenses of operating the road.....	283,322 52
Construction.....	43,425 96
Right of way.....	675 00
National taxes	9,851 15
Insurance	1,215 00
Sinking fund	30,000 00
	<hr/>
	740,464 49

Total amount of surplus fund \$125,078 62

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms ?

Merchants' Union and United States.

Each of these companies are entitled to carry on passenger trains 6,000 lbs. North and 4,000 lbs. South, for which they each pay \$54 per day; and for any excess, a specified price per 100 lbs., according to distance.

FENCING.

The whole length of road unfenced on either side, and the reason therefor ?

Three-quarters of the road yet unfenced. Principal reason is, the earnings of the road have not been sufficient, after paying running expenses and interest on bonds, to enable the company to complete the fencing.

ACCIDENTS.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause, and the extent of the injury inflicted on each person, and the name of such person, as follows :

October 30, 1866, F. Herold had his left arm crushed, which caused amputation—at Lima, while engaged in switching cars.

March 4th, 1867, Wm. Sullivan, Freight Conductor, was killed while attempting to couple up train, at Tontogany.

April 2d, 1867, P. Simmons, a brakeman, was killed at Tippecanoe, while coupling cars.

May 16th, 1867, James More, a passenger, was killed at Weston, by jumping from train while in motion.

June 5th, 1867, Thomas Horrigan had his right leg crushed, causing amputation. Wood train ran off track near Johnson's, upon which he was riding, being a laborer on said train.

June 5th, 1867, E. Edmonds, engineer on wood train, had his leg broken. Train got off the track. He was laid up for about three months.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

DIRECTORS.

S. S. L'Hommedieu	Cincinnati, O.
John W. Hartwell	Cincinnati, O.
John Young	Cincinnati, O.
George H. Hill	Cincinnati, O.
Lowell Fletcher	Cincinnati, O.
M. R. Waite	Toledo, O.
H. S. Conklin	Sidney, O.
P. Smith	Dayton, O.
L. L. Jones	New York.

OFFICERS.

S. S. L'Hommedieu	President, Cincinnati.
John W. Hartwell	Vice President, Cincinnati.
F. H. Short	Sec'y and Treasurer, Cincinnati.
Daniel McLaren	Gen'l Superintendent, Cincinnati.
Samuel Stevenson	General Ticket Agent, Cincinnati.
J. R. Reed	General Freight Agent, Cincinnati.

State of Ohio, County of Hamilton, ss.

F. H. Short, Secretary and Treasurer of the Dayton and Michigan Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the first day of July, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

F. H. SHORT,

Secretary and Treasurer D. & M. R. R. Co.

Subscribed and sworn to before me this 12th day of November, A. D. 1867

[SEAL.]

R. D. STEVENSON.

Notary Public.

REPORT

OF THE

CINCINNATI, RICHMOND AND CHICAGO R. R. CO.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS.

The amount of capital stock paid in.....	\$374,100 00
The present amount of funded debt.....	560,000 00
The present amount of floating debt.....	13,830 68

CHARACTERISTICS OF THE ROAD.

The total length of entire line	42 miles.
The length of single main track in Ohio.....	36 "
The aggregate length of sidings and other tracks not above enumerated.....	2.55 "
The number of switches on the road, and how many are private ?	
Number on road.....	28
The number of road crossings.....	53
How many are level (at grade) and how many bridged (also, how many under the track) ?	
Level	49
Under track.....	4

The number of wheels and axles in use in passenger trains, and how many renewed during year, as follows :

WHEELS.

Number in use	56
Renewed during year.....	26

AXLES.

Number in use	28
Number renewed during year	12

RUNNING OF TRAINS, Etc.

Miles per hour.

The rate of speed adopted for express passenger trains, including stops.....	25
The rate of speed adopted for mail and accommodation passenger trains, including stops	20

BRIDGES.

The number of bridges, aggregate length, and whether wood or iron, distinguishing between main track and branches ?

The greatest age of bridges ?

The average age of bridges ?

Twenty-two (22) wooden bridges on main line ; aggregate length in feet, 2,476.

Greatest age of bridges—wood, 13 years.

Average age of bridges—wood, 10 years.

The number and description of new bridges built (during the year ending June 30, 1867?)

Kind. (Giving distinguishing name.)	Length in feet.	When built.
Number 2.....	40	July, 1866.
Number 4.....	132	May, 1867.
Number 9.....	214	June, 1867.

GRADES IN OHIO.

The maximum grade, with its length in main road and also its branches?

The total rise and fall in main road, and also in branches?

	Main line northwesterly.	
	Miles ascending.	Miles descending.
From level to 20 feet per mile	16.47	3.20
From 20 to 40 feet per mile.....	14.53	1.80
Total miles.....	31.00	5.00
Total rise and fall.....	{ Rise, 618 ft. } { Fall, 161 ft. } = 779 ft.	

CURVATURE IN OHIO.

The shortest radius of curvature, with length of curve in main road, and also in branches?

The total degrees of curvature in main road, and also in branches?

The total length of straight line in main road, and also in branches?

	Main road.
Number of miles of straight line	29.97
“ “ “ “ curved “	6.03
“ “ curves	15
“ “ miles of line curved with radius of 5730 feet or more	5.02
“ “ miles of line curved with radius of 2865 ft. or bet. 2865 and 5730.	0.56
“ “ miles of line curved with radius of 1433 ft. or bet. 1433 and 2865.	0.45
Minimum radius of curvature	22.92
Total degrees of curvature	353°.00

ESTIMATED VALUE OF ROAD AND EQUIPMENT.

The estimated value of the road-bed, including iron and bridges	\$222,624 00
The estimated value of its rolling stock	51,050 00
The estimated value of its stations, buildings and fixtures	4,300 00
The estimated value of all its other property	8,000 00
Total	285,974 00

RATES.

The rates of fares for passengers and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified?

PASSENGERS.

First class, through, per mile, average	3 cents.
“ way, “ “	3½ “
Second class, through, “ “	1½ “
Third class, “ “ “	1 “

NOTE.—The tariff is not made upon the principle of per ton per mile, but on the average rates, and far below those allowed in the company's charter.

DOINGS OF THE YEAR (ENDING JUNE 30, 1867) IN TRANSPORTATION AND NUMBER OF MILES RUN.

The number of miles run by passenger trains	85,410
The number of miles run by freight trains	33,570
The number of miles run by other trains	947
Total movement of freight, or number of tons carried	50,717

EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers?

Its monthly earnings for transportation of freight?

Its monthly earnings from all other sources?

Months.	Passengers.	Freight.	Mail and Express.	Totals.
July, 1866	\$7,519 55	\$5,580 70	\$757 66	\$13,857 91
August, “	7,232 14	9,312 33	775 11	17,319 58
September, “	7,339 35	7,709 43	721 82	15,770 60
October, “	9,709 98	10,496 43	886 12	21,092 53
November, “	7,048 37	12,154 07	914 55	20,116 99
December, “	6,795 09	9,622 26	809 38	17,226 73
January, 1867	5,958 94	10,131 16	745 45	16,835 55
February, “	6,365 04	7,416 55	689 99	14,471 58
March, “	7,506 78	9,133 05	779 12	17,418 95
April, “	7,700 42	9,325 85	958 84	17,985 11
May, “	7,619 21	8,006 96	861 85	16,488 02
June, “	7,236 51	6,274 25	818 21	14,328 97
Totals	88,031 38	105,163 04	9,718 10	202,912 52

EXPENSES OF MAINTAINING THE ROAD AND REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and road-way, excepting cost of iron.....	\$29,348 23
Cost of iron used in repairs	8,820 57
Cost of ties.....	6,320 98
Repairs of buildings	1,294 70
Repairs of bridges and watching	22,184 96
Taxes on real estate	5,477 28
Road tools	214 94
Total.....	<u>\$73,669 66</u>

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$7,084 95
Repairs of passenger and baggage cars	8,161 18
Repairs of freight and other cars.....	7,873 82
Total.....	<u>\$23,119 95</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.	\$2,279 82
Labor: Loading and unloading freight, porters, watchmen and switch tenders	13,171 68
Wood and water station attendance.....	1,388 65
Conductors, baggage and brakemen	10,899 56
Engineers and firemen	10,849 64
Fuel, cost and labor of preparing for use.....	19,017 14
Oil and waste for engines and tenders; oil and waste for freight cars; oil and waste for passenger and baggage cars	3,489 04
Loss and damage of goods and baggage.....	1,776 30
Damage for injury of persons	119 25
Damage to property, including damages by fire and cattle killed on road ..	72 12
General superintendence.....	2,263 27
Contingencies	379 35
Rents of track of other companies.....	18,000 00
Mileage of cars	4,962 28
Telegraph expenses.....	1,427 35
Mail expenses	292 15
Legal expenses	219 16
Total.....	<u>\$90,611 76</u>

AGGREGATE OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

Total receipts during the year	\$202,912 52
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Payments during the year, as follows:

PAYMENTS.

Expenses of maintaining the road and real estate of the company	\$73,669 66
Expenses of repairs of machinery	23,119 95
Expenses of operating the road, including rents of track.....	99,611 76
For payment of interest.....	26,140 33
For payments to all other sources.....	3,201 50
Total.....	<u>\$216,743 20</u>

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

American Express Company, \$60 per week for 24,000 lbs.; excess, 16c. per 100 lbs.

FENCING.

The whole length of road unfenced on either side, and the reason therefor?

The road has been once fenced; but is now in poor repair from age, and fires occurring in the last extensive drought.

ACCIDENTS.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause, and the extent of the injury inflicted on each person, and the name of such person, as follows:

November 16, 1866.—*Jno. Long*, Freight Conductor, was killed Nov. 15th, 1866, by being struck in head by bridge, while riding on top of his train, between Eaton and Barnett's.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

DIRECTORS.

S. S. L'Hommedieu.....	Cincinnati.
John W. Hartwell.....	"
John W. Ellis.....	"
John Young.....	"
Geo. H. Hill.....	"
E. W. McGuire.....	Eaton.
Wm. Goodman.....	Cincinnati.
Lowell Fletcher.....	"
Wm. Becket.....	Hamilton.

OFFICERS.

S. S. L'Hommedien, President.....	Cincinnati.
John W. Hartwell, Vice President.....	"
F. H. Short, Secretary and Treasurer.....	"
Daniel McLaren, General Superintendent.....	"
Samuel Stevenson, General Ticket Agent.....	"
J. R. Reed, General Freight Agent.....	"

State of Ohio, County of Hamilton, ss.

F. H. Short, Secretary and Treasurer of the Cincinnati, Richmond and Chicago Railway Company, being duly sworn, deposes and says, that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the first day of July, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

F. H. SHORT,
Sec'y and Treasurer C. R. & C. Railway.

Subscribed and sworn to before me, this 12th day of November, A. D. 1867.

R. D. STEVENSON, Notary Public.

CINCINNATI AND ZANESVILLE RAILROAD.

HISTORY.

The charter for building this road was granted February 1th, 1851 the corporate name in the original charter being "Cincinnati, Wilmington and Zanesville Railroad Company." By the terms of this charter the route was to be "from Cincinnati, by way of Wilmington, in Clinton county; Washington, Fayette county; Circleville, Pickaway county, and Lancaster, Fairfield county, to Zanesville, Muskingum county," (nearly an east and west course,) with a capital of \$3,000,000. Various amendments were made to the charter, enabling counties, towns, and cities through which the road passed to subscribe stock. Work was commenced in December, 1851, and in August, 1853, a portion of the line was opened, and in July, 1856, trains were run through from Morrow, Warren county, to Zanesville, a distance of one hundred and thirty-two and one-eighth miles. Very full and valuable statistics of the history and operation of the road have been kindly furnished me by the President of the company, which are too voluminous to embody in full in this sketch. I cannot, however, do better than to quote a few paragraphs from the President's notes. He says:

"The history of this road presents some remarkable features, among which is the premature bankruptcy of the company, before completion, as the books show that funds were realized from its stock and securities during construction, greater in amount than the cash cost of the property. Almost every paper preserved in the office shows financial embarrassment: the first entry made by the Treasurer was for borrowed money, and from that day on to the end, the policy pursued seemed to have been to get a road, regardless of other considerations. Money appeared to be plenty, and yet, strange to say, that it no sooner touched hands than it was gone; thus, always anticipated, never ready for use, borrowing became a necessity, and, before the road was opened through, it is believed, over six per cent. per month was paid for money. The very day the road was completed to junction with the Ohio Central Road, the company was in arrears to its operators and laborers for wages from four to seven months, as well also to those persons who furnished fuel and supplies. This brought on a crisis, and July 24, 1856, the person who had previously been President, retired. Then the borrowing policy was discarded, and in lieu of it the rule was to pay each month its employes and for its

supplies, and cash on delivery for the fuel. From the first day of July, 1856, to time of sale, every expense incurred was sacredly paid."

"The accumulated floating debt, however, proved too large to be controlled with the only remaining resources of the company, and its limited earnings. The holders became clamorous, sought redress through the courts, and attached the supplies as they were daily purchased, and any deposit of earnings that could be found. Thus was the property and its management forced out of the company's hands into those of a fiduciary officer—a Receiver—March 3d, 1857, and so continued until October 17, 1863, when it was sold to Charles Moran, Trustee."

After this sale, March 10th, 11th, 1864, a reorganization of the company and its affairs was made by the several classes of creditors and stockholders. Up to this time the stock and debt, including unpaid interest, of the company, amounted to about \$6,737,402.42. By the reorganization and adjustment of its affairs, about \$3,878,898.67 of this indebtedness and stock was sunk, the name of the company changed to Cincinnati and Zanesville Railroad Company, and the stock and debt reduced to about \$3,000,000, of which about \$1,300,000 is first mortgage debt, and the balance stock, making the present cost of the one hundred and thirty-two and one-eighth miles of road, and the equipment, less than \$23,000 per mile.

There are twenty-four stations on the road for receiving passengers and freight, the principal of which are Morrow, at the western terminus of the road, Wilmington, Washington, Circleville, Lancaster, New Lexington, and Zanesville, the eastern terminus. The company has three engine-houses, one machine, one carpenter, and one blacksmith shop, and fourteen water-stations, on the road. There is one tunnel on the road, through solid sandstone, 1,150 feet in length. The following was the company's equipment on the 1st of July, 1867:

Engines (nominally 16) available for use.....	14
Passenger cars (rated as eight-wheel cars).....	10
Passenger cars (rated as four-wheel cars).....	1
Baggage, mail, and express cars (rated as eight-wheel cars).....	4
Baggage cars (rated as four-wheel cars).....	2
Freight cars, including road-repair cars.....	264
Freight four-wheel cars.....	3
Total number of persons employed in operating the road.....	331

The road passes through a good section of country. I quote again from the President's report:

"From Morrow to the Scioto river, the geological formation of the country occupied by this road is limestone, with clay soil; beyond it is sandstone, the soil being lighter and more sandy. The extreme eastern twenty miles lies within and skirts the western verge of the great Ohio Coal Basin. The area of country directly affected and better accommodated by this road than by any other, averages about sixteen miles wide,

and is not surpassed in fertility by any other of equal superfice of contiguous land in Ohio. It is, if not the oldest, at least one of the earlier settled sections of our State, embracing no unavailable or wild land, sixty per cent. of the area being actually cultivated, the remainder being the reserved wood lands of the various farms, and all capable of high cultivation. Bituminous coal, iron ore, limestone, fire-clay, and salt water, abound in the coal-field section of this area. But thus far, with the single exception of coal, the majority of these minerals remain almost undisturbed, and have not contributed much to the business of the road."

The road is in good working condition. The iron is comparatively little worn, and the track and machinery are well maintained.

I have given more space to the history of this than to most other roads, for the reason that better data has been furnished me than from any other company, and because the financial embarrassments through which this company has passed are such as have been experienced to a greater or less extent by a large proportion of the roads in Ohio. The losses sustained by the original stockholders have, perhaps, been a little more severe than may have been in some other roads, for the reason that it has no independent position, but is dependent entirely upon local traffic. But its position, and the mineral resources on its line, must ultimately secure for it a fair income on its present cost. We close our reference to the history of this road by further quoting the conclusions arrived at by its President, E. Gest, as deduced by him from the practical workings of the road for a series of years:

"1st. That a belt of country sixteen miles wide, of rich and well cultivated soil, fine climate, and with a population (whose pursuits are mainly agricultural) of fifty-two to a square mile, or eight hundred and thirty to each lineal mile of road, does not of itself furnish business sufficient to compensate fairly the necessary capital required to construct and equip, what is understood by *popular minds*, an adequate railway; but that it does furnish business more than sufficient to merely operate and maintain the property.

"2d. That it is not to be expected that a railway company will extend towards a *dependent* road those fair principles of reciprocity which all right minded individuals engaged in commercial and manufacturing pursuits do to their patrons; but that it will receive *complacently* all business a dependent road gives, and treat with obdurate stolidness all things looking to reciprocal return of trade.

"3d. That railroads costing \$25,000 per mile, built through a country exclusively agricultural in its population, *do not* pay profit to the capital invested in it, if its business *exclusively depends* upon said inhabitants, *unless* they number 1,700 or more per lineal mile of road.

"4th. That every company which looks beyond its termini for business, and that from necessity must pass over other railroads to their commer-

cial centers, should, *before* commencing its construction, effect arrangements with the companies on which it depends to reach the said centers, for an agreed division of the trade, or for all the facilities necessary to compete for business; otherwise it must remain powerless, and all attempts to materially increase its net receipts by going beyond its termini will prove futile. That full remuneration of capital invested can only be accomplished by extending its lines into commercial centers, or by alliances founded upon fair reciprocity with those lines that do go there, and upon which it depends."

REPORT

OF THE

CINCINNATI AND ZANESVILLE RAILWAY COMPANY.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS

The amount of capital stock paid in Dec. 31, 1866, as adjusted.....	\$1,669,361
The present amount of funded debt.....	1,300,000

The date of stock outstanding is at beginning of the year.

The transfer agents have made no recent report; but the amount on July 1, is known not to materially differ from the above stated amount. Therefore it may be taken as that outstanding July 1, 1867.

CHARACTERISTICS OF THE ROAD.

The length of single main track.....	132½ miles.
The aggregate length of sidings and other tracks not above enumerated....	7 65-100
The length of rail, re-laid, new, re-rolled or old:	
New iron used in last twelve months.....	225 long tons.
The number of switches on the road, and how many are private:	
Number on road, counting two to each side track.....	83
Number private, nominally 10, included in above.	
The number of road crossing, including farm streets and alleys	335

How many are provided with flagmen? One at street in Zanesville.

How many are level (at grade) and how many bridged, (also how many under the track?)

Level.....	320
Bridged	7
Under track	8

The number of wheels and axles in use in passenger trains, and how many renewed during the year, as follows:

WHEELS.

Number in use	120
Renewed during year.....	Unknown.

AXLES.

Number in use	60
Number renewed during year.....	Unknown.

Instead of registering and being governed by the time used, whenever a wheel or axle shows wear or anything to excite doubt, they are replaced with a new axle and pair of wheels. The passenger car wheels and axles are duplicates of those used in freight service, and the

practice is to use new in short service under passenger cars, and the long and final service under freight cars, date and time service is immeasurably unreliable. Far better to do as this company does, purchase only the best of axles, without questioning the cost from manufacturers that ake the best they can.

RUNNING OF TRAINS, ETC.

No express passenger trains run.

The rate of speed adopted for mail and accommodation passenger trains, including stops (miles per hour)	20
The rate of speed actually attained by mail and accommodation trains, including stops and detentions, about (miles per hour)	25

BRIDGES.

The number of bridges, aggregate length, and whether wood or iron, distinguishing between main track and branches?

The greatest age of bridges? 11 years.

The average age of bridges? 8 years.

	Number and kind of bridges.	Aggregate length in feet.	Greatest age of bridges. (Yrs.)		Average age of bridges. (Yrs.)	
			Wood.	Iron.	Wood.	Iron.
Main Line....	43 Truss of wood ..	6,293½	11	....	8	....
.....	4 Pile of " ..	357	....	....	....	....
.....	Trestles & girder " ..	3,367	....	....	....	....
Total.....	47	10,017½	11	....	8	....

The number and description of new bridges built (during the year ending June 30, 1867:)

Specify each bridge.	Kind.	Whether wood or iron.	Length in feet.	When built.
Number 5.....	Howe truss, 2 spans ..	Wood.....	195	August, 1866.
" 28	Pile	"	120	January, 1867.
" 36	"	"	110	May, 1867.
Formerly	"	"	60	June, 1867.
Culverts	"	"	45	June, 1867.

GRADES.

The maximum grade, with its length in main road and also its branches?

The total rise and fall in main road and also in branches?

The Engineering papers have not been preserved, consequently this table cannot be filled out.

Maximum grade, 55 feet per mile.

CURVATURE.

The shortest radius of curvature, with length of curve in main road, and also in branches?

The total degrees of curvature in main road, and also in branches?

The total length of straight line in main road, and also in branches?

Engineering detail not preserved.

Number of miles of straight line.....	116
Number of miles of curved line.....	16
Minimum radius of curvature.....	1433 feet.

ESTIMATED VALUE OF ROAD AND EQUIPMENT.

The estimated value of the road-bed, including iron and bridges.....	\$506,000 00
“ “ value of its rolling stock.....	149,500 00
“ “ value of its stations buildings and fixtures.....	36,000 00
“ “ value of its other property.....	9,000 00
	<hr/>
	\$700,500 00

RATES.

The rates of fares for passengers and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified?

PASSENGERS.

First class, through, per mile.....	2 $\frac{1}{2}$ cents.
First class, way, per mile.....	3 $\frac{1}{2}$ “
Emigrant.....	2 “

FREIGHTS.

First class, through, per mile, per ton, 5 9-10 to 4 7-10, competition.	5 4-10 to 4	cents.
“ “ way, “ “ 4 7-10.....	24 to 6 9-10	“
Second class, through, “ “ 4 7-10 to 3 1-10, competition.	4 2-10 to 2 9-10	“
“ “ way, “ “ 18 to 5 6-10		“
Third class, through, “ “ 3 1-10 to 2 4-10, competition.	2 8-10 to 1 9-10	“
“ “ way, “ “ 15 to 4		“
Fourth class, through, “ “ 3 3-10 to 1 8-10, competition.	2 to 1 4-10	“
“ “ way, “ “ 4 to 2		“
Average of all classes on the year's business, <i>only</i>	3 8-10	“

REMARKS.

Articles of the two highest classes are almost always in small amounts of trifling weight; rarely in quantities of a ton or upwards. When in large quantity they are carried upon special rate at either the through or competition price.

DOINGS OF THE YEAR (ENDING JUNE 30, 1867,) IN TRANSPORTATION, AND
NUMBER OF MILES RUN.

The number of miles run by passenger trains.....	83,867
“ “ of miles run by freight trains.....	128,979
“ “ of miles run by other trains.....	17,532
“ “ of miles traveled by passengers, or number of passengers carried one mile.....	2,764,047

REMARKS.

Of passengers carried there were, at full fare.....	107,974
“ “ “ “ excursionists, half fare.....	3,663
“ “ “ “ ministers and children.....	2,460

114,097

The number of tons of through freight carried.....	2,299
The number of tons of local freight carried, including competition.....	90,762

Total movement of freight or number of tons carried..... 93,061

Total tons carried one mile..... 5,621,364

EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers?

Its monthly earnings for transportation of freight?

Its monthly earnings from all other sources?

Months.	Passen- gers.	Freight.	Mail and Express.	Rents.	Miscella- neous.	Totals.
July, 1866.....	\$9,171 19	\$17,286 17	\$1,939 73	\$162 50	\$1,317 70	\$29,877 29
August, “.....	8,584 66	17,579 63	1,987 33	.....	1,153 79	29,304 91
September, “.....	9,667 16	17,559 32	2,082 95	.....	1,070 87	30,371 39
October, “.....	9,068 25	20,067 60	2,174 26	.....	1,290 33	32,601 07
November, “.....	7,219 82	17,917 83	2,039 28	.....	1,055 23	28,231 49
December, “.....	8,591 15	22,586 18	2,060 60	32 50	797 31	34,067 99
January, 1867.....	8,365 40	20,940 71	1,927 70	105 96	476 17	29,816 14
February, “.....	6,450 60	14,812 66	1,652 92	.....	655 90	23,572 44
March, “.....	8,672 96	14,946 42	1,734 20	79 50	805 39	26,233 32
April, “.....	9,034 81	16,584 67	2,507 41	.....	633 34	28,759 79
May, “.....	8,064 37	17,926 33	2,505 16	18 75	579 16	29,094 06
June, “.....	7,690 58	17,135 48	2,507 16	17 50	346 96	27,697 68
Totals.....	98,580 95	215,334 00	25,118 70	416 71	10,182 21	349,632 57

EXPENSES OF MAINTAINING THE ROAD AND REAL ESTATE OF THE
CORPORATION.

Repairs of road-bed and road-way, excepting cost of iron.....	\$43,757 13
Cost of iron used in repairs.....	12,864 16
Cost of ties.....	13,432 44
Repairs of buildings.....	4,526 30
Repairs of bridges.....	15,949 75
Taxes on real estate.....	12,534 04
Total.....	\$103,063 82

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$21,317 63
Repairs of passenger and baggage cars.....	10,796 07
Repairs of freight cars.....	24,945 68
Repairs of tools and machinery in shops.....	3,944 99
Incidentals.....	25 55
Total.....	\$61,031 92

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.....	\$6,775 01
Agents and clerks.....	15,901 14
Labor—loading and unloading freight.....	3,000 00
Porters, watchmen and switch tenders.....	2,029 23
Wood and water station attendance.....	4,981 38
Conductors, baggage and brakemen.....	11,578 21
Engineers and firemen.....	15,328 79
Fuel—cost and labor of preparing for use.....	32,768 60
Oil and waste for engines and tenders.....	6,908 44
Oil and waste for freight cars.....	
Oil and waste for passenger and baggage cars.....	
Loss and damage of goods and baggage.....	690 80
Damage for injury of persons.....	178 05
Damage to property, including damages by fire and cattle killed on road..	751 35
General superintendence.....	4,325 00
Contingencies.....	7,118 03
Telegraph expense.....	2,226 51

AGGREGATE OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

Total receipts during the year.....	\$354,347 86
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PAYMENTS.

Payments during the year, as follows :

Expenses of maintaining the road and real estate of the Com- pany.....	\$103,633 82
Expenses of repairs of machinery.....	58,711 06
Expenses of operating the road.....	114,560 54
For transportation expenses.....	5,069 93
For payment of interest.....	38,546 17
For payments to all other sources.....	42,166 30
	<hr/> \$354,347 86

EXPRESS AND TRANSPORTATION COMPANIES.

What Express Companies run on your road, and on what terms ?

The Adams Express Company, pays \$20,000 per year for three-fourths of the baggage car, with power to load not exceeding six short tons.

FENCING.

The whole length of road unfenced on either side, and the reason therefor ?

It is out of the question to answer this without a definition of what *constitutes* a fence by the law making power and the Commissioner, nor without actual measurement upon the ground. If by a fence is meant a barrier that will turn cattle, horses, hogs, etc., then is this general answer given—that four-fifths, at least, of the 265 miles is without fence. The reasons of the absence of so much stock and pig tight fence are—1st. Because many who wish to fence, and have the means to do so, do not themselves know what constitutes a fence, and flatter themselves in believing that a few rails, carefully laid, with stakes lightly and sparsely driven, will deceive their stock. 2d. Others wish to force the Railroad

Company to do the fencing; and 3d. Many have not the means that have the disposition. The Railroad Company has not the means to fence, even if it considered that it would gain for itself corresponding benefit or materially lessen the chances of derailment.

Fences, no doubt, are necessary to prevent animals from getting upon railroad tracks and being killed, as long as the present system of allowing stock to run at large obtains. They do not, however, prevent encroachment as generally constructed, and when breached or passed, and the animals within the lane, it is almost certain death to them unless the fences are *far* away from the track. Fences with cattle guards are traps to catch animals, but few animals, comparatively, are injured when *the fields are open or the fences far away*.

During the year ending June 30, 1867, the animals reported as killed or injured by C. and Z. trains were as follows:

Where fenced on both sides	16
Where fenced on one side	13
With no fence	9
Not reported	5

No trains were thrown from the track during the year by cattle accidents.

ANIMALS KILLED.

The number and kind of farm animals killed and claims of damages therefor, amount paid and unpaid on said claims?

Kind of animals.	Number.	Amount claimed.	Amount paid.	Amount unpaid.
Cattle	17	\$560 00	.....	Do not recognize claims of the kind.
Horses	17	550 00	.....
Sheep	12	.....	.....
Hogs	2	.....	.....
Total reported	48	.....	.....	.....

The rules of the company require train men to make special report of all animals killed or injured by trains, coming to their knowledge. Many are killed or injured that are not seen by the train men; instance, those that run from the left, or fireman's side, just ahead of the engine, and those that run into the side of trains behind the engine. As a rule, animals ahead on the track are not killed until after they have once left the track, and running to the side meet a fence, and become excited, run in the direction the engine is moving until they are nearly overtaken, when they suddenly dart onto the track immediately in front of the engine and are instantly struck; others are in the bushes near the track, and are unseen until they run upon the track when the train is too close to be

checked. With the exception of a few weeks in the spring, when the dews are heavy and ground damp, and in the fall when the nights are growing cold, there would be but few accidents were there no fences. At the times named, spring and fall, the ballast is comparatively warm and the animals seek the track to lie down at night, and in such positions make it particularly dangerous to trains.

The popular opinion obtaining among farmers, that animals are wantonly run down, is a fallacy. No engineer will run down an animal, not even a fifty pound pig, if it can be avoided, as he is conscious of the liability of the engine to mount the track in such case, and the attending danger.

The engines are provided with effectual fenders against the larger animals, especially when at a high rate of speed, and when the animals are upon their feet. As bad a run off as the writer of this ever witnessed, was caused by a pig not weighing over fifty pounds to a train running slow.

There are repeated instances where the pilot has effectually done its work by clearing the track, and the animal thrown against a bank has rebounded, falling under the cars and causing accident. A marked case in point occurred on the Little Miami R. R., in August of this year, to the express train, when nearing the city, about 4 o'clock P. M. While running at a high speed a cow came upon the track near the center of a common road—immediately beyond this road were two panels of fence—the pilot threw the cow ahead and to the right, she struck the fence, rebounded and fell under the baggage car next to the tender, the hind trucks of which passed over safely, but the seven cars immediately behind were derailed, some actually upside down, with the wheels in the air; in other words,—a very bad run off.

PROPERTY BURNED.

The description of property burned by fire from locomotives and amount of damages claimed therefor (and amount paid on said claims)?

No buildings or private property destroyed, excepting fencing to the extent of from sixty to one hundred rods in the aggregate, at different points.

The company lost bridge No. 36, a Howe Truss, 110 feet long, by fire, supposed to have caught from sparks from a locomotive, April 3d, 1867.

This bridge was replaced subsequently with a pile structure.

ACCIDENTS.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year?

No passenger train was off the track during the year; the same is true

regarding freight trains. A few freight cars were off only, but not badly, nor materially damaged, excepting box car No. 34, in April. This car had been repaired by the Baltimore and Ohio Railroad Company at Zanesville. Among other repairs they put under the car a pair of wheels that did not belong to it; one of the wheels was put on with a *liner* and disguised with white lead, and thus passed inspection. It ran about twenty miles down our road when the wheel *wrongly* put on slipped on to the middle of the axle, causing the car to run off the track and pitch down the bank, badly injuring it and its cargo.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injury inflicted on each person, and the name of such person, as follows:

January 15, 1867.—J. H. Stickney, a brakeman on freight train, while coupling, had his thumb and two fingers smashed. His hand was dressed by a skillful physician. Subsequently, when inflammation ensued, Stickney failed to call upon the Doctor and report, the result of which negligence was lock-jaw and death, on the 26th of the same month.

June 10th, 1867.—A man by the name of Samuel Conrad placed a stone upon the track, east of Stout's, upon which an engine ran, doing her some injury and bruising the leg of one of the brakemen.

September 3, 1866.—Samuel Williams, brakeman, finger cut off coupling.

September 5, 1866.—Charles Green, aged nine years, killed by being run over, in yard, at Putnam, while switching—had been driven away several times, but returned unnoticed.

December 31, 1866.—William Brown, brakeman, rib broken while coupling.

NAMES AND RESIDENCE OF OFFICERS OF THE COMPANY.

DIRECTORS.

Charles Moran	New York.
Henry Amy	New York.
Louis Von Hoffman	New York.
Robert Brown	Cincinnati, Ohio.
Emanuel J. Miller	Cincinnati, Ohio.
Charles Reemelin	Cincinnati, Ohio.
Erasmus Gest	Cincinnati, Ohio.

OFFICERS.

Erasmus Gest	President.
Charles Reemelin	Secretary.
Jos. J. Gest	Treasurer.
Erasmus Gest	Engineer.
Erasmus Gest	Superintendent.
James Pullan	Auditor.
A. Jackson	General Ticket Agent, Clerk.
C. H. Abbott	General Freight Agent.

State of Ohio, County of Hamilton, ss.:

Erasmus Gest, President of the Cincinnati and Zanesville Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 1st day of July, A. D. 1867, according to the best of his knowledge and belief.

(Signed.)

ERASMUS GEST,

President.

Subscribed and sworn to, before me this 24th day of September, A. D. 1867.

[SEAL.]

JAMES PULLAN,

Notary Public for Hamilton County, Ohio.

CLEVELAND, COLUMBUS AND CINCINNATI RAILROAD.

HISTORY.

The charter for this road was granted March 14, 1836, "for the purpose of constructing a railroad from the city of Cleveland, through the city of Columbus and the town of Wilmington, to the city of Cincinnati." Various amendments were made to the charter prior to the commencement of work, among others, one relieving the company from any obligation to construct its road "to or through any particular place." Cleveland and Columbus were settled upon as the termini of the road, and work was commenced in the fall of 1848. Notwithstanding a large portion of the country through which the road was located was, at that time, comparatively new, the work was vigorously prosecuted, and the line opened for traffic in February, 1851, one year after the opening of the road from Columbus to Xenia, thus forming the first direct railroad line from Cleveland to Cincinnati. A large traffic was at once thrown upon the road, and has continued ever since, notwithstanding the building of several competing roads. The road has always been well maintained, and is now in good condition.

In January, 1862, the company purchased that portion of the Springfield, Mt. Vernon and Pittsburgh Railroad, lying between Delaware and Springfield, fifty miles in length, being all of said road then built and laid with iron, and the same is now operated as a part of the Cleveland, Columbus and Cincinnati Railroad. The amount paid for this road was \$134,000.00.

There are twenty-five stations on the main line, and eleven on the Delaware and Springfield branch, for receiving passengers and freight, the principal of which are Cleveland, Grafton, Wellington, New London, Shelby, Crestline, Cardington, Delaware and Columbus, on the main line, and Springfield, Marysville and Delaware, on the branch. There are nine engine houses and shops, and seventeen water stations on the road.

The following constitutes the equipment of the road :

Engines	45
First class passenger cars	22
Second class passenger cars	4
Baggage, mail and express cars	10
Freight cars	746
Total number of persons employed in operating the road	1,315

The one hundred and thirty-eight miles of main line, on which there is

twenty-nine and fifty-nine one hundredths miles of double track, and the fifty miles of Springfield and Delaware branch, is now represented by \$6,425,000.00 of stock and debt, of which \$6,000,000.00 is stock, and \$425,000.00 funded debt, making the cost of one hundred and eighty-eight miles of road a fraction over \$34,000.00 per mile.

The country through which the road runs is generally level, well improved and thickly settled, as well adapted for the support of a railroad as any merely agricultural district in the State; and with the many roads crossing and connecting with it, must always be one of the important lines of road in the State.

REPORT

OF THE

CLEVELAND, COLUMBUS AND CINCINNATI R. R. CO.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS.

The amount of capital stock paid in.....	\$6,000,000 00
The present amount of funded debt	425,000 00

CHARACTERISTICS OF THE ROAD.

The length of single main track	137.88 miles.
The length of double main track	29.59 "
The length of branches, stating whether they have single or double track? Single (Springfield branch)	50. "
The aggregate length of sidings and other tracks not above enumerated..	30.75 "
The length of rail relaid, new or old ?	
New	32.13 "
Old	17.65 "
The number of switches on the road, and how many are private ?	
Number on road.....	288
The number of road crossings	180
How many are provided with flagmen	11
How many are level (at grade) and how many bridged (also how many under the track) ?	
Level	174
Bridged	3
Under track	3

The number of wheels and axles in use in passenger trains, and how many renewed during the year, as follows :

WHEELS.

Number in use	240
Renewed during year	274

AXLES.

Number in use	120
Number renewed during year.....	137

RUNNING OF TRAINS, Etc.

	Miles per hour.
The rate of speed adopted for express passenger trains, including stops..	26 S. 23 N.
The rate of speed actually attained by express passenger trains.....	35 to 40
The rate of speed adopted for mail and accommodation passenger trains, including stops	22
The rate of speed actually attained by mail and accommodation trains, including stops and detentions	25

BRIDGES.

The number of bridges, aggregate length, and whether wood or iron, distinguishing between main track and branches ?]

Nine bridges, seven wood and two iron—main line.

The greatest age of bridges ? Wood, 10 years ; iron, 17 years.

The average age of bridges ? Wood, 9 years.

GRADES.

The maximum grade, with its length in main road and also its branches
The total rise and fall in main road and also in branches.

	Main line south.	
	Miles ascending.	Miles descending.
Maximum grade, 60 feet		
Level, 16 74-100		
From level to 20 feet per mile	58.32	52.26
From 20 to 40 feet per mile	4.55	4.93
From 40 to 60 feet per mile .....	.76	.32
Total miles	63.63	57.51
Total rise and fall	Rise .812.84	Fall .654.58

CURVATURE.

The shortest radius of curvature, with length of curve in main road, and also in branches ?

The total degrees of curvature in main road and also in branches ?

The total length of straight line in main road and also in branches ?

	Main road.
Number of miles of straight line	126.81
Number of miles of curved line	10.07
Number of curves	29
Number of miles of line curved with radius of 5730 feet or more	7.52
Number of miles of line curved with radius of 2865 feet or between 2865 and 5730 feet	
Number of miles of line curved with radius of 1433 feet or between 1433 and 2865 feet	3.21
Number of miles of line curved with radius of 955 feet or between 955 and 1433 feet .....	.16
Number of miles of line curved with radius of 574 feet or between 574 and 955 feet .....	.06
Number of miles of line curved with radius of less than 574 feet .....	.12
Minimum radius of curvature	371 ft.
Total degrees of curvature	92° 20'

ESTIMATED VALUE OF ROAD AND EQUIPMENT.

The estimated value of the road-bed, including iron and bridges	\$2,907,749 00
The estimated value of its rolling stock	555,666 00
The estimated value of its stations, buildings and fixtures	165,500 00
The estimated value of all its other property	358,313 00
Total value as assessed by board of auditors	\$3,987,228 00

RATES.

The rates of fares for passengers and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified ?

PASSENGERS.

First class, through, per mile.....	3 $\frac{1}{2}$	cents.
First class, way, per mile.....	3 $\frac{1}{2}$	"
Second class, through, per mile.....	2 $\frac{1}{4}$	"
Third class, through, per mile.....	$\frac{7}{8}$	"

FREIGHT.

First class, through, per mile, per ton.....	3 $\frac{3}{4}$	cents.
First class, way, per mile, per ton.....	5 $\frac{1}{2}$	"
Second class, through, per mile, per ton.....	3	"
Second class, way, per mile, per ton.....	3 7-10	"
Third class, through, per mile, per ton.....	2 $\frac{1}{2}$	"
Third class, way, per mile, per ton.....	3 7-10	"
Fourth class, through, per mile, per ton.....	1 $\frac{1}{2}$	"
Fourth class, way, per mile, per ton.....	3 $\frac{1}{4}$	"

NOTE.—Freight is charged at through rates to Shelby, Crestline, Galion, Delaware, Marysville, Milford, Mechanicsburg and Springfield. Although these stations are classed as way, we do not, in any case, charge more than the published rates.

DOINGS OF THE YEAR (ENDING JUNE 30, 1867,) IN TRANSPORTATION AND
NUMBER OF MILES RUN.

The number of miles run by passenger trains.....	339,974
The number of miles run by freight trains.....	477,152
The number of miles run by other trains.....	255,873
The number of miles traveled by passengers, or number of passengers carried one mile.....	18,121,427

EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers?

Its monthly earnings for transportation of freight?

Its monthly earnings from all other sources?

Months.	Passen- gers.	Freight.	Mail and Express.	Rents.	Miscella- neous.	Totals.
July, 1866.....	\$47,901 21	\$76,785 65	\$4,483 86	\$6,431 00	.....	\$135,601 72
August, ".....	52,626 10	89,669 43	5,599 58	6,385 00	.....	154,280 11
September, ".....	57,927 15	87,338 90	5,487 91	6,365 00	.....	157,118 96
October, ".....	50,585 34	116,902 75	8,583 83	5,704 00	.....	181,775 92
November, ".....	52,800 57	116,916 10	8,296 81	5,861 00	.....	183,874 48
December, ".....	42,645 40	86,655 10	9,379 24	6,257 85	.....	144,937 59
January, 1867.....	31,524 04	69,812 26	8,598 77	5,895 85	.....	115,830 92
February, ".....	28,786 62	79,975 15	8,192 34	5,963 85	.....	122,917 96
March, ".....	42,220 52	89,090 18	8,426 11	6,768 50	.....	146,505 31
April, ".....	43,618 04	90,278 66	8,395 03	5,975 70	.....	148,267 43
May, ".....	45,744 59	90,606 95	8,473 10	6,059 16	.....	150,883 80
June, ".....	47,435 52	95,300 01	8,066 58	5,971 58	.....	156,773 69
Totals.....	543,815 10	1,089,331 14	91,983 16	73,638 49	.....	1,798,767 89

Miscellaneous (not kept monthly)	13,502 23
Dividends	45,270 00

Total.....1,857,540 12

EXPENSES OF MAINTAINING THE ROAD AND REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and road-way, excepting cost of iron	\$ 76,375 38
Cost of iron used in repairs	126,566 28
Cost of ties	23,412 62
Repairs of buildings	25,302 54
Repairs of fences and gates	12,813 44
Repairs of bridges	12,757 07
Taxes on real estate, and all other taxes on road and equipment.....	65,198 46
Total.....	<u>\$342,425 79</u>

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$97,975 23
Repairs of passenger and baggage cars	23,811 15
Repairs of freight cars.....	89,258 59
Total.....	<u>\$211,044 97</u>

EXPENSES OF OPERATING THE ROAD.

Fuel, cost and labor of preparing for use.....	\$137,453 83
Oil and waste for engines and tenders; oil and waste for freight cars; oil and waste for passenger and baggage cars.....	15,252 94
Loss and damage of goods and baggage.....	13,620 12
Damage for injury of persons	4,101 57
Damage to property, including damages by fire and cattle killed on road..	3,054 08
Contingencies—Gov't taxes, \$41,580.55; Telegraph expenses, \$3,416 64	49,997 49
Passenger expenses.....	135,813 44
Freight expenses.....	303,864 50
General expenses.....	27,121 93
Total.....	<u>\$690,279 90</u>

AGGREGATE OF RECEIPTS AND EXPENDITURES

RECEIPTS.

Total receipts during the year.....	\$1,857,540 12
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Payments during the year, as follows:

PAYMENTS.

Expenses of maintaining the road, and real estate of the company.....	\$342,425 79
Expenses of repairs of machinery.....	211,044 97
Expenses of operating the road	690,279 90
For payment of interest	20,502 49
For dividends on stock—rate per cent., and amount, 8 per ct....	480,000 00
For payments to all other sources.....	10,566 26
Total	<u>1,754,819 41</u>

Total amount of surplus fund.....	\$102,720 71
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EXPRESS AND TRANSPORTATION COMPANIES.

What express companies are on your road, and on what terms?

American Express Co. }
 Merchants Union Express Co. } About double current rates.

What freight or transportation companies run on your road, and on what terms?

Merchants Dispatch. }
 People's Dispatch. } About 7 per cent. less than current rates.

Empire Transportation Co.—About 7 per cent. less than current rates.

White Line Central Transit Co. }
 Erie Transportation Co. } At current rates.

ANIMALS KILLED.

The number and kind of farm animals killed, and claim of damages therefor ; amount paid and unpaid on said claims ?

Kind of Animals.	Number.	Amount. Claimed.	Amount Paid.	Amount Unpaid.
Horses and colts	13	\$1,633 00	\$636 50	\$560 00
Bulls, cows and heifers	47	2,135 00	945 00	440 00
Sheep and lambs	53	259 00	224 60	5 00
Hogs	13	133 00	11 00	116 00
Totals	126	\$4,165 00	\$1,816 50	\$1,121 00

ACCIDENTS.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year ?

Date.	Passengers.		Employees.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1866.								
July 5th	1	----	1	----	----	----	2	----
August 14th ...	----	----	----	1	----	----	----	1
" 16th	----	----	----	1	----	----	----	1
October 30th...	----	----	----	1	----	----	----	1
November 3d ..	----	----	1	----	----	----	1	----
" 9th	----	----	1	----	----	----	1	----
December 19th.	----	----	----	----	----	1	----	1
" 12th	----	----	----	1	----	----	----	1
1867.								
January 10th ..	----	----	1	----	----	----	1	----
February 1st...	----	----	----	----	----	1	----	1
April 10th	----	----	----	----	1	----	1	----
" 5th	----	----	----	----	1	----	1	----
May 30th	----	----	----	----	1	----	1	----
June 22d	----	----	----	----	2	----	2	----
Totals	1	----	4	4	5	2	10	6

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injury inflicted on each person, and the name of such person, as follows :

July 5th, 1866.—James Deriff, laborer in freight house, killed by being caught between cars when in motion.

August 14, 1866.—David Richmond, brakeman, arm cut off coupling cars in freight train.

August 16, 1866.—John Symond, brakeman, had one leg broken in switching freight cars—thrown from cars.

October 30, 1866.—H. Bartlett, brakeman (off duty), badly injured by jumping off freight train when in motion. Shoulder broken.

November 3, 1866.—Thomas Hoffman, brakeman in Cleveland yard, fell from train in motion and was killed.

November 9th, 1866.—Thomas Cain, brakeman, killed in attempting to get on train in motion.

December 19, 1866.—J. Poulton, stranger, drunk on track near Cardington, badly injured by night passenger train. Recovered.

December 12, 1866.—J. D. Jones, brakeman, coupling cars in freight train lost one arm and had foot injured.

January 10, 1867.—Andrew Colany, brakeman on freight train, killed by train running off the track near Delaware—cause, broken rail.

February 1, 1867.—Mrs. Lewis jumped from buggy on Vineyard street, Cleveland, and fell under freight train in motion, cutting off one arm.

April 10, 1867.—Mrs. Green, passenger on Pan Handle road was killed in attempting to get on Cincinnati Express north, at Columbus depot, after train had started from the depot. Rushed out of eating room, mistaking the train.

April 5, 1867.—Catharine Wilhem, killed on double track between Cleveland and Berea—struck by passenger train.

May 30, 1867.—Man, name unknown, killed on track in the night by freight train near Galion; supposed to have been drunk.

June 22, 1867.—Wilson Sipe and wife, killed in attempting to cross the track in his wagon near Galion; struck by Cincinnati Express south.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

DIRECTORS.

David Dows	New York City.
Erastus S. Prosser	Buffalo, N. Y.
Amasa Stone, jr.	Cleveland, Ohio.
Stittman Witt	Cleveland, Ohio.
Martin R. Scott	Cleveland, Ohio.
Samuel Williamson	Cleveland, Ohio.
Joseph Perkins	Cleveland, Ohio.
Solomon D. McMillan	Cleveland, Ohio.
Leander M. Hubby	Cleveland, Ohio.
Hosea Williams	Delaware, Ohio.
John Miller	Columbus, Ohio.

OFFICERS.

L. M. Hubby	President.
Stittman Witt	Vice President.
Geo. H. Russell	Secretary and Treasurer.
Frank Ford	Engineer.
E. S. Flint	Superintendent.
John J. Marry	Auditor.
S. F. Pierson	General Ticket Agent.
Addison Hills	General Freight Agent.

State of Ohio, County of Cuyahoga, ss.

L. M. Hubby, President of the Cleveland, Columbus and Cincinnati Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 1st day of July, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

L. M. HUBBY,
President.

Subscribed and sworn to, before me this 29th day of October, A. D. 1867.

GEO. W. STOCKLY,
Notary Public.

[SEAL.]

CLEVELAND AND PITTSBURGH RAILROAD.

HISTORY.

The Cleveland and Pittsburgh Railroad Company was chartered March 14, 1836, with authority to construct a railroad "from Cleveland, on the most direct and least expensive route, to some point in the direction of Pittsburgh, on the State line between Ohio and Pennsylvania, or on the Ohio river." This charter became dormant by *non user*, and on the 11th of March, 1845, the charter was revived and certain additions made to it. Work was commenced in July, 1847, but for want of means was not pushed forward with great rapidity until the year 1849, when the whole line from Wellsville to Cleveland was put under contract, and on the 4th of March, 1852, the road was opened for traffic. In 1850 the company obtained authority from the Legislature to extend its road, under power obtained from the State of Pennsylvania, to the city of Pittsburgh, and in 1851 to construct branches to connect with Ohio and Pennsylvania and Central Ohio railroads. Under this authority the Akron branch, from Hudson to Akron, was commenced, but subsequently built under a separate corporate organization called the Cleveland, Zanesville and Cincinnati Railroad Company. Under the same authority, this company built a branch road from Bayard to New Philadelphia, thirty-two miles in length, which is called the Tuscarawas branch, and the company also extended its main line from Wellsville, up the Ohio river, to Rochester, Pa., to connect with the Ohio and Pennsylvania, now the Pittsburgh, Fort Wayne and Chicago Railroad, and also down the Ohio river from Wellsville to Bridgeport, opposite Wheeling, and to Bellaire, to connect with the Central Ohio Railroad. All these lines and branches were completed and in working condition by the close of the year 1856. The financial revulsions of 1857 brought great embarrassment to the company, and a large amount of its floating debt was compounded and funded; and in April, 1863 a contract was made between the company and the Pittsburgh, Fort Wayne and Chicago Railroad Company, modified and supplemented in 1866, for a consolidation of the gross income of the two companies, by which competition between the two is obviated, and the income of both doubtless increased.

The company has sixty stations in Ohio for receiving passengers and freight, the principal of which are Cleveland, Newburgh, Hudson, Ravenna, Alliance, Wellsville, Steubenville, Bridgeport and New Philadel-

phia. There are eleven engine houses and shops, and twenty-nine water stations on the road. There is one tunnel, 1,010 feet in length, arched with stone and brick. The following is the equipment of the road :

Engines	62
First class passenger cars	32
Second class passenger cars	4
Baggage, mail and express cars	19
Freight cars rated as 8 wheel cars	1170
Freight cars rated as 4 wheel cars	29
Total number of persons employed in operating the road in Ohio	1209

The main line is $98\frac{1}{2}$ miles in length, the river division $94\frac{1}{2}$ miles, and the Tuscarawas branch $32\frac{1}{4}$ miles, making a total of $225\frac{1}{4}$ miles, with 28 miles of double track. This, together with the equipment of the company, is represented by \$9,240,775.00 of stock and debt, of which \$5,391,775.00 is stock, and \$3,849,000.00 funded debt, making the cost of road and equipment a little less than \$41,000.00 per mile.

A large amount of work has been done during the past year, and heavy expenses incurred in perfecting facilities for handling coal and iron ore at Cleveland, and for general improvement on the whole line. The road and machinery are in good condition and the location of the road gives it a steady and growing traffic in coal and iron ; and with the rapidly increasing population and business on its line, must always render it an important and valuable line of road.

REPORT

OF THE

CLEVELAND AND PITTSBURG RAILROAD COMPANY.

PRESENT FINANCIAL CONDITION, AS REPRESENTED BY STOCK AND DEBTS.

The amount of capital stock paid in.....	\$5,391,775
The present amount of funded debt.....	3,849,000

CHARACTERISTICS OF THE ROAD.

Total length of entire line and branches [28 miles of this is double track]..	225½	miles.
The length of single main track in Ohio.....	152	"
The length of double main track in Ohio.....	2	"
The length of branches, stating whether they have single or double track—		
Single (Tuscarawas branch).....	32½	"
The aggregate length of sidings and other tracks not above enumerated,		
owned by road in Ohio	29	"
The length of rail re-laid, new, re-rolled or old:		
Re-rolled — miles of track (twice this length of rail).....	19 85-100	"
The number of switches on the road, and how many are private ?		
Number on road	326	
Number private	52	
The number of road crossings	312	
How many are provided with flagmen	4	
How many are level (at grade) and how many bridged ? Also, how many under		
the track ?		
Level.....	295	
Bridged	1	
Under track	16	
The number of wheels and axles in use in passenger trains, and how many renewed		
during the year, as follows :		

WHEELS.

Number in use	440
Renewed during year	162

AXLES.

Number in use.....	220
Number renewed during year.....	81

RUNNING OF TRAINS, ETC.

	Miles per hour.
The rate of speed adopted for express passenger trains, including stops.....	28
The rate of speed actually attained by express passenger trains.....	35
The rate of speed adopted for mail and accommodation passenger trains, includ-	
ing stops.....	25
The rate of speed actually attained by mail and accommodation trains, includ-	
ing stops and detentions.....	30

BRIDGES IN OHIO.

The number of bridges, aggregate length, and whether wood or iron; distinguishing between main track and branches?

The greatest age of bridges?

The average age of bridges?

	Number of bridges.				Aggregate length in feet.	Greatest age of bridges. (Years.)			Average age of bridges. (Years.)	
	Stone.	Wood.	Iron.	Total.		Wood.	Iron.	Stone.	Wood.	Iron and Stone.
Main Line ..	9	59	1	69	5,767	15*	1	17	4	9
Branches ...	--	13	--	13	929	4	--	--	1	--
Total	9	72	1	82	6,696	--	--	--	--	--

* Covered; this bridge (one 15 years old) was made a specialty, built in an extraordinary manner, and ranks now with bridges of six years of age.

The number and description of new bridges built (during the year ending June 30th, 1867?)

Where built.	By what name distinguished.	Whether Wood or iron.	Length in feet.	When built.
One Leg Creek....	Howe Truss...	Wood	160	Winter of 1866-7.
Farber's Run.....	V	"	36	December, 1866.
Pipe's Fork	V	"	36	"
Burlington	V	"	36	"
Salineville	Howe Truss...	"	132	April, 1867.
Bridgeport	"	Iron	110	December, 1866.

9—COM. RAILROADS.

GRADES IN OHIO.

The maximum grade, with its length in main road, and also its branches? The total rise and fall in main road, and also in branches?

	Main Line. Going South.		River Division Branch. Going East.		Tuscarawas Branch. Going South.	
	Miles Ascending.	Miles Descending.	Miles Ascending.	Miles Descending.	Miles Ascending.	Miles Descending.
Maximum grade.....	39.6 ft.	50 ft.	26.4 ft.	26.4 ft.	39.6 ft.	39.6 ft.
Level		23.04 miles.		40.66 miles.		12.15 miles.
From level to 20 feet per mile.....	6.03	5.96	8.19	3.37	0.56	7.03
“ 20 “ 40 “	31.65	26.78	0.42	0.48	4.86	6.50
“ 40 “ 60 “ .....	....	4.71	....	....	....	....
Total grade.....	37.68	....	8.61	....	5.42	....
Descending.....	....	37.45	....	3.85	....	13.53
Ascending.....	....	37.68	....	8.61	....	5.42
Level .....	....	23.04	....	40.66	....	12.15
Total miles.....	....	98.17	....	53.12	....	31.10
Total rise and fall—feet.....	1356	1251	107	56	133	304

CURVATURE IN OHIO.

The shortest radius of curvature, with length of curve in main road, and also in branches? The total degrees of curvature in main road, and also in branches? The total length of straight line in main road, and also in branches?

	Main Road.	Branches.	
		River Division Branch.	Tuscarawas Branch.
Number of miles of straight line.....	74.55	33.88	22.49
" " curved line.....	23.62	19.20	8.61
" curves.....	138	66	37
" miles of line curved with radius of 5730 feet or more.....	0.81	7.68	0.70
" miles of line curved with radius of 2865 " or between 2865 and 5730 feet.....	4.79	8.89	2.25
" miles of line curved with radius of 1433 " " 2865 "	11.81	2.45	3.58
" miles of line curved with radius of 955 " " 1433 "	6.21	0.21	1.97
" miles of line curved with radius of 574 " " 574 " 955 " .....	.....	0.06	0.11
Minimum radius of curvature.....	12.00	8.59	5.74
Total degrees of curvature.....	3,646°	1,264°	1,155°

ESTIMATED VALUE OF ROAD AND EQUIPMENT.

The estimated value of the road-bed, including iron and bridges.....	\$2,811,374
The estimated value of its rolling stock	972,279
The estimated value of all its other property (included above) .....	.....
Total	<u>3,814,153</u>

RATES.

The rates of fares for passengers, and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified ?

PASSENGERS.

First class, through, per mile.....	3½ cents.
First class, way, per mile.....	3¼ "

FREIGHT.

First class, through, per mile per ton	5.09	cents.
“ way, “	9.30	“
Second class, through, “	4.6	“
“ way, “	8.60	“
Third class, through, “	3.30	“
“ way, “	7.40	“
Fourth class, through, “	2.67	“
“ way, “	6.40	“

DOINGS OF THE YEAR (ENDING JUNE 30, 1867), IN TRANSPORTATION, AND
NUMBER OF MILES RUN.

The number of miles run by passenger trains.....	390,768
The number of miles run by freight trains.....	702,161
The number of miles run by other trains.....	353,066
The number of miles traveled by passengers, or number of passengers carried one mile.....	15,124,850

EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers?

Its monthly earnings for transportation of freight ?

Its monthly earnings from all other sources ?

Months.	Passengers.	Freight.	Mail and Express.	Rents.	Miscellaneous.	Totals.
1866.						
July	\$65,151 38	\$119,514 26	\$4,398 71	\$108 55	\$370 40	\$189,543 30
August	67,572 07	148,849 20	4,498 71	121 00	598 08	221,639 15
September ..	67,485 48	133,042 65	4,298 71	121 00	1,185 10	206,132 94
October	65,325 69	164,574 24	4,498 71	118 35	1,205 70	235,722 69
November...	54,866 62	137,711 52	4,398 71	152 00	294 30	197,423 15
December..	50,601 84	103,707 73	4,398 71	313 56	693 25	159,715 09
1867.						
January ...	39,459 22	82,079 09	4,498 71	238 00	1,013 26	127,288 28
February ..	38,274 00	84,077 15	4,198 71	133 00	441 14	127,124 00
March	48,527 81	83,806 12	4,398 71	133 00	481 40	137,352 04
April	52,763 61	104,636 71	4,398 71	136 25	662 75	162,598 03
May	53,959 63	121,018 56	4,498 71	317 41	797 23	180,591 54
June	54,263 07	133,476 47	4,298 71	202 83	672 63	192,912 71
Totals ..	658,250 42	1,416,493 79	52,784 52	2,099 95	8,415 24	2,138,043 92

EXPENSES OF MAINTAINING THE ROAD AND REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and road-way, excepting cost of iron	\$183,116 71
Cost of iron used in repairs	72,877 58
Cost of ties	35,212 63
Repairs of buildings	15,354 82
Repairs of fences and gates	647 23
Repairs of bridges	29,329 95
Taxes on real estate	48,085 29
Repairs of coal pier at Cleveland	2,633 21
Repairs of track scales	487 76
Joint account track repairs, P. F. W. and C. R.	71,470 15
Dredging at coal pier, Cleveland	1,036 00
East Liberty stock-yard	2,933 62
Total	<u>\$463,184 95</u>

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders	\$147,173 50
Repairs of passenger and baggage cars	39,285 84
Repairs of freight cars	120,925 31
Repairs of tools and machinery in shops, incidental expenditures, oil, fuel, clerks, watchmen, etc., about shops	44,225 98
Total	<u>\$351,610 63</u>

EXPENSES OF OPERATING THE ROADS.

Office expenses, stationery, etc.	\$22,179 97
Agents and clerks, labor, loading and unloading freight, porters, watchmen and switch-tenders	140,359 51
Wood and water station attendance	13,498 76
Conductors, baggage and brakemen	88,749 71
Engineers and firemen	97,380 25
Engine-wipers	24,829 68
Fuel—cost and labor of preparing for use	92,310 03
Oil and waste for engines and tenders, oil and waste for freight cars, oil and waste for passenger and baggage cars	30,366 13
Loss and damage for goods and baggage	4,270 80
*Damage for injury of persons	15,207 51
Damage to property, including damages by fire and cattle killed on road..	3,040 00
General superintendence	69,609 75
Rent of engines	7,442 55
Contingencies	25,932 45
Station and train supplies	18,669 94
Telegraph department	9,576 63
Car service	6,242 59
Federal taxes and revenue stamps	13,700 24
Total	<u>\$653,366 50</u>

AGGREGATE OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

Total receipts during the year, from earnings	\$2,138,043 92
Total receipts during the year, from joint earnings, P. F. W. and C. Railway, etc.	355,527 83
Total receipts	<u>2,493,571 75</u>

* Almost the whole of this is for damages incurred in the accident at Hudson, December, 1864.

PAYMENTS.

Payments during the year, as follows :

Expenses of maintaining the road and real estate of the company.....	\$463,184 95	
Expenses of repairs of machinery	351,610 63	
Expenses of operating the road.....	683,366 50	
For payment of interest.....	266,593 39	
For payments to all other sources.....	558,152 31	
Total.....		2,322,907 78
Total amount of surplus fund		\$170,663 97

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms ?

Union Line Express Company and Merchants Union Express Company.

Both companies run express freight on all passenger trains (except the Wellsville accommodation train, River Division), with the privilege of carrying, daily, 8,000 pounds freight south, and 10,000 pounds freight north, or a daily average of 9 tons, at the rate of \$100 per day ; the amount of said express freight exceeding 9 tons daily, to be paid for at the rate of 50 cents per 100 pounds ; a messenger to go, free, with the freight sent on any passenger train ; said messenger, and the officers of the express company to ride free ; and said express companies to carry free all packages and remittances pertaining to the business of the railroad company.

What freight or transportation companies run on your road, and on what terms ?

Freight or transportation companies, such as are referred to above, ship property upon this road only upon the same terms and conditions as are made to the public. But a very limited amount of business is done on this road by such companies, of which the largest amount is by the Union Star Line. The company's road is free to all at regular rates.

FENCING.

The whole length of road unfenced, on either side, and the reason therefor ?

The road is generally fenced. On some portions of the River Division, from the proximity of the line to the banks and bluff of the Ohio river, fencing is not practicable for perhaps one-third the length of that division.

ANIMALS KILLED.

The number and kind of farm animals killed, and claim of damages therefor ; amount paid and unpaid on said claims ?

Kind of Animals.	Number.	Amount Paid.
Horses	16	\$500 00
Cows	73	1,275 00
Calves	15	95 00
Sheep	23	45 00
Hogs	41	12 00
Totals.....	173	\$1,927 00

PROPERTY BURNED.

The description of property burned by fire from locomotives, and amount of damages claimed therefor, and amount paid on said claims?

There have been no losses by fire of this description during the year.

ACCIDENTS.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year?

Date.	Passengers.		Employees.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
July 4, 1866.....					1		1	
Aug. 3, ".....				1				1
" 6, ".....						1		1
" 17, ".....						1		1
Sept. 5, ".....						1		1
" 6, ".....			1				1	
" 24, ".....				1				1
Oct. 2, ".....				1				1
" 8, ".....					1		1	
" 25, ".....			1				1	
Nov. 15, ".....					1		1	
" 16, ".....						1		1
" 27, ".....				1				1
" 23, ".....					1		1	
Feb'y 6, 1867.....			1				1	
Mar. 9, ".....					1		1	
April 3, ".....	1						1	
" 5, ".....						1		1
" 12, ".....		1						1
" 26, ".....						1		1
" 30, ".....			1				1	
May 15, ".....					1		1	
" 16, ".....					1		1	
June 6, ".....					1		1	
" 27, ".....					1		1	
Totals.....	1	1	4	4	9	6	14	11

The following is a statement of the date of each accident, the place where it occurred, the train, the cause, and the extent of the injury inflicted on each person, and the name of such person, as follows:

July 4, 1866.—Henry Post, a very old man, killed near Macedonia by express train; attempted to cross track immediately ahead of approaching train, and was struck by engine.

August 3, 1866.—Brakeman Swearinger, hand jammed at Smith's Ferry by freight train; was coupling cars at night.

August 6, 1866.—Henry Adams, foot jammed at Smith's Ferry by freight train; got on train to steal ride, and foot caught between car bunters.

August 17, 1866.—Albert L. Peters, one arm broken and other severe bruises, near Neville Station, by express train; two trains approached him on different tracks, and to escape one he ran over to the other track, right in front of the other train.

September 5, 1866.—Neal McClade, aged 4 years; one leg broken, at Manchester, by yard engine and cars; in jumping on moving cars, fell under and was run over.

September 6, 1866.—Jacob Petrie, brakeman, killed at Atwater by freight engine; fell from top of car on to track, when setting a brake, and was run over.

September 24, 1866.—E. Halleck, brakeman, one arm jammed—no bones broken—on main line; was coupling cars of freight train.

October 2, 1866.—Brakeman Longbottom, arm jammed—no bones broken—on main line by freight train; was coupling cars very carelessly.

October 8, 1866.—Boy, aged about 14 years, killed at Manchester by express train; jumped from train, fell upon track, and was run over.

October 25, 1866.—Perry Eaton, brakeman, killed at Rootstown by freight train, being crushed between pilot and engine and a car, while coupling same; was recklessly riding astride of the pilot, and attempted to enter the draw-bar into the car bunter; draw-bar slipped under bunter, and Eaton's legs were crushed between the pilot and car.

November 15, 1866.—I. J. Pearson, an old man, killed near Manchester, Pa., by express train; stepped on track, immediately in front of train, to avoid a freight train, approaching on another track.

November 16, 1866.—John Boggs jumped from express train, near Manchester, and had finger of one hand cut off; he was intoxicated.

November 27, 1866.—Samuel Craig, brakeman, two fingers badly mutilated at Pittsburg; was coupling passenger cars moved by yard engine.

November 28, 1866.—R. Russell, aged 55 years, killed near Vanport, Pa., by mail train; was walking on track towards the approaching train, and did not heed signals.

February 6, 1867.—Andrew Feeny, about 24 years old, laborer on construction train, killed at Jethro, Pa.; was walking in gravel cars; stumbled, in passing from one car to another, fell between them, and was run over.

March 9, 1867.—James Scarlán, 13 years old, killed at Cleveland by yard engine and cars; attempted to cross track immediately in front of train.

April 3, 1867.—Edward Westerman, killed near Manchester, Pa., by express train; jumped off of train at night, struck head against post, and rolled under rear coach-wheels; was induced to jump off before reaching station by an accompanying passenger, to economize walking a distance.

April 5, 1867.—John Brown, injured considerably near Deep Run, Ohio, by express train. Was intoxicated, and walking on ends of ties, and as train neared him he stepped on to track and did not heed the engine signals.

April 12, 1867.—William Neal, about 17 years old, nose broken and other bruises, near Dixmont, Pa. Jumped from express train to save walking a distance from station; train did not touch him; was injured by the fall.

April 26, 1867.—Gardner, a near-sighted and deaf old man, left arm jammed and broken, at Bedford, Ohio, by freight train. Was walking on track, got off to allow one section to pass, and then stepped on track again immediately in front of another section following.

April 30, 1867.—Thomas James, brakeman, killed at Cleveland by freight train. He leaned out from platform of caboose car with a view to jumping off, lost his balance and fell on to track between car and engine.

May 15, 1867.—William Robb, about 30 years old, killed at "Backbone Cut," near Steubenville, by express train. Was lying upon track drunk.

May 16, 1867.—John Conner, killed at Pittsburg by yard train. Said train was backing up a draught of empty cars, and Conner stepped upon track, about 15 feet from approaching train, and was run over.

June 6, 1867,—Alex. D. Kelly, deaf and dumb, killed near Belleair, Ohio, by express train. Was walking upon track.

June 27, 1867.—Mrs. Abigail Farris, 75 years old, killed at Dixmont, Pa., by accommodation train. Attempted to cross track immediately in front of approaching train.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

DIRECTORS.

J. N. McCullough.....	Wellsville, Ohio.
James F. Clark.....	Cleveland, "
T. P. Handy.....	Cleveland, "
W. W. Holloway.....	Bridgeport, "
B. F. Jones.....	Pittsburgh, Pa.
J. H. Shoenberger.....	Pittsburgh, "
J. H. Banker.....	New York.
David Dows.....	"
C. W. Durant.....	"
John Steward.....	"
John F. Tacy.....	Chicago, Ill.
Thomas Slocomb.....	New York.

OFFICERS.

J. N. McNallough.....	President.
W. W. Holloway.....	Vice President.
George A. Ingersoll.....	Sec'y and Treasurer.
Isaiah Linton.....	Engineer.
J. H. Devereux.....	Sup't., Cleveland, O.
R. F. Smith.....	Auditor.
F. R. Myers.....	General Ticket Agent.
William Steward.....	General Freight Agent.

State of Ohio, County of Cuyahoga, ss.

W. W. Holloway, Vice President of the Cleveland and Pittsburg Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A D., 1867, according to the best of his knowledge and belief.

(Signed)

W. W. HOLLOWAY, V. President.

Subscribed and sworn to, before me this 30th day of October, A. D., 1867.

[SEAL.]

GEO. F. BINGHAM,
Notary Public.

CLEVELAND AND TOLEDO RAILROAD.

HISTORY.

The Cleveland and Toledo Railroad Company was organized on the first of September, 1853, under the act of March 3, 1851, "relating to railroad companies," by the consolidation of the Junction Railroad Company with the Toledo, Norwalk and Cleveland Railroad Company. The Junction Railroad Company was chartered on the 2d of March, 1846, and by two subsequent amendments, one dated January 22, 1851, and the other March 21, 1851, was authorized to construct a railroad from the city of Cleveland to the west line of the State, by such route as the Directors might determine. The Toledo, Norwalk and Cleveland Railroad Company was chartered March 7, 1850, and amended January 20, 1851, being authorized to build a road from Toledo to connect with the Cleveland, Columbus and Cincinnati Railroad, at any point in Huron, Lorain or Cuyahoga counties, or to construct an independent line to Cleveland.

Work was commenced in February, 1851, and prosecuted vigorously by both companies. The Toledo, Norwalk and Cleveland Railroad Company opening its line for traffic in January, 1853, from the East bank of the Maumee river, opposite Toledo, to Grafton, (87½ miles) where it connected with the Cleveland, Columbus and Cincinnati Railroad. The Junction Railroad Company completed its line the same year, from Sandusky to Berea, 13 miles south of Cleveland; also connecting with the Cleveland, Columbus and Cincinnati Railroad, and was proceeding to extend its line westwardly from Sandusky, to form a connection with the Michigan Southern and Northern Indiana Railroad, about twenty miles west of Toledo; it was also building its line from a point on the west side of the Cuyahoga river, in Cleveland, towards Sandusky. Before these lines were finished, the consolidation was perfected, and the two lines were worked and known as the Northern and Southern Divisions of the Cleveland and Toledo Railroad. They came together at a point about eight miles east of Toledo; and from the time of consolidation used one track into Toledo, the extension of the track of the Junction road west, for the time being abandoned. The line to Cleveland was opened October 20, 1853. In this way the two lines were operated until the first of January, 1859, when the line from Sandusky West, to the point of intersection, was abandoned for all through business, and ultimately the track was taken up and the line between Cleveland and Berea alone used. During

the years 1865 and 1866, a line about eight and a half miles in length was constructed between Elyria and Oberlin, and opened on the 10th of September, 1866, by which all trains thereafter came upon the track of the Cleveland, Columbus and Cincinnati Railroad at Berea, instead of Grafton. The company is now re-constructing, and will soon be ready to use the line of its own road from Berea to Cleveland, entering the city by a swing bridge over the Cuyahoga river, having provided ample freight-yard west of the river. The main line of road now owned and operated by this company is from Berea to Toledo, and from Elyria to Sandusky.

The number of stations on the road for receiving passengers and freight is 25, the principal of which are Cleveland, Sandusky, Elyria, Oberlin, Norwalk, Monroeville, Bellevue, Clyde and Toledo. There are four engine houses and shops, and seventeen water stations on the road. The following is the equipment of the road :

Engines	40
First class passenger cars	32
Second class passenger cars	7
Baggage, mail and express cars	14
Freight cars	866
Number of persons employed in operating the road	1185

The 149 miles of road and its equipment, at the date of receiving the report of the company, was represented by stock and debt at \$7,872,-185.00; of which \$5,000,000.00 was stock and \$2,872,185.00 funded debt, making the cost a fraction over \$52,000.00 per mile.

Since the filing of the report, the company has formed a consolidation with, or leased its road to the Cleveland, Painesville and Ashtabula Railroad Company, the terms of which have not been communicated to me.

The road and machinery of this company are in good condition. A large amount of work has been done during the past three years, in ballasting, putting down new iron and ties and in rebuilding a portion of the masonry.

This road constitutes a part of one of the great through routes from and to Chicago and the Eastern cities, and has always had a large traffic, which seems to be steadily increasing, notwithstanding the opening of competing lines since its construction.

REPORT

OF THE

CLEVELAND AND TOLEDO RAILWAY COMPANY.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBT.

The amout of capital stock paid in	\$5,000,000
The present amount of funded debt.....	2,872,185
	\$7,872,185

CHARACTERISTICS OF THE ROAD

The length of single main track.....	113 miles.
The length of branches, stating whether they have single or double track:	
Single.....	35 67-100 "
The aggregate length of sidings and other tracks not above enumerated	24 7-10 "
The length of rail re-laid, new, re-rolled, or old:	
Re-rolled	87 "
The number of switches on the road, and how many are private:	
Number on road.....	150
The number of road crossings.....	197
How many are level (at grade) and how many bridged, (also how many under the track:)	
Level.....	191
Bridged	3
Under track	3
The number of wheels and axles in use in passenger trains, and how many renewed during year, as follows:	

WHEELS.

Number in use.....	444
Renewed during year	272

AXLES.

Number in use.....	222
Number renewed during year.....	129

RUNNING OF TRAINS, Etc.

The rate of speed adopted for express passenger trains, including stops. (miles per hour)	25
The rate of speed actually attained by express passenger trains, (miles per hour) ..	30
The rate of speed adopted for mail and accommodation passenger trains, including stops, (miles per hour)	22
The rate of speed actually attained by mail and accommodation trains, including stops and detentions, (miles per hour)	30

BRIDGES IN OHIO.

The number of bridges, aggregate length, and whether wood or iron, distinguishing between main track and branches:	
Main line (wood)	18
Branches (wood)	4
	Aggregate length (feet).....
	2,665
	827

The number and description of new bridges built (during the year ending June 30, 1867?)

One wooden Howe truss, 627 feet, built Dec., 1866, (Maumee River.)

GRADES.

The maximum grade, with its length in main road, and also its branches?

The total rise and fall in main road, and also in branches?

	Main Line. Going West.		Sandusky Branch. Going West.	
	Miles ascending.	Miles descending.	Miles ascending.	Miles descending.
Maximum grade	40 ft. 3.33 m.	4 ft. .47 m.	27 ft. .62 m.	27 ft. 2.24 m.
Level .....	.... .22 m.	70 ft. ....	.... .12 m.	44 ft.
From level to 20 ft. pr. mile .....	.... 16.97 m.	25.13 ft. ....	.... 2.72 m.	.... 1.55 m.
From 20 to 40 ft. per mile. ....	.... 33.34 m.	14.86 ft. ....	.... 9.22 m.	.... 9.74 m.
Total miles.....	113		35 67	
Total rise and fall	1,390.74		341.14	

CURVATURE.

The shortest radius of curvature, with length of curve in main road, and also in branches?

The total degrees of curvature in main road, and also in branches?

The total length of straight line in main road, and also in branches?

	Main road.	Sandusky branch.
Number of miles of straight line	Miles. Ft	Miles. Ft.
“ “ curved line	102 565	31 2427
“ curves	10 4715	4 1380
Number of miles of line curved with radius of 5,730 feet or more	32	10
Number of miles of line curved with radius of 2,865 feet, or between 2,865 feet, and 5,730 feet.....	7 4846	2 2460
Number of miles of line curved with radius of 1,433 feet, or between 1,433 and 2,865 feet	1 3564	1 1370
Number of miles of line curved with radius of 955 feet, or between 955 feet and 1,433 feet	1 995	.. 2830
Minimum radius of curvature.....	.. 600	.. ----
	955'	1433'
Total degree of curvature.....	445° 40'	173° 20'

ESTIMATED VALUE OF ROAD AND EQUIPMENT.

The estimated value of the road-bed, including iron and bridges.....	\$2,631,772 00
The estimated value of its rolling stock.....	860,167 00
The estimated value of all its other property.....	706,536 00
Total	\$4,198,475 00

NOTE.—The figures above given are those at which the property of the Company was assessed by the Board of County Auditors, May 3d, 1867.

RATES.

The rates of fares for passengers and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified?

PASSENGERS.

First class, through, per mile.....	2 86-100 cents.
First class, way, per mile	3 09-100 "
Second class, through, per mile.....	1 85-100 "
Emigrant, through, per mile	1 cent.

FREIGHTS.

Average amount received per mile per ton (through and way all classes). 2 34-100 cents.

DOINGS OF THE YEAR (ENDING JUNE 30, 1867), IN TRANSPORTATION AND NUMBER OF MILES RUN.

The number of miles run by passenger trains.....	271,481
The number of miles run by freight trains.....	427,199
The number of miles run by other trains.....	124,445
The number of miles traveled by passengers, or number of passengers carried one mile.....	22,244,826
The number of tons of through freight carried.....	468,530
The number of tons of local freight carried	163,248
Total movement of freight or number of tons carried one mile.....	58,796,577

EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers?

Its monthly earnings for transportation of freight?

Its monthly earnings from all other sources?

Months.	Passengers.	Freight.	Mail and express.	Totals.
July, 1866	\$69,788 16	\$91,033 18	\$6,444 16	\$167,265 50
August, 1866	79,275 87	110,583 26	7,050 71	196,909 84
September, 1866	87,303 77	124,530 02	9,059 99	220,893 78
October, 1866	99,981 90	145,874 42	13,859 37	259,715 69
November, 1866.....	82,242 10	123,378 23	15,460 08	221,080 41
December, 1866	74,834 01	113,631 67	17,574 82	206,040 50
January, 1867	58,120 51	117,036 17	12,929 52	188,086 20
February, 1867	58,715 63	106,581 07	12,263 70	177,560 40
March, 1867	29,826 53	139,587 93	13,802 12	233,216 58
April, 1867	87,177 84	115,439 31	15,226 88	217,844 03
May, 1867	74,285 76	90,388 48	13,936 83	178,611 07
June, 1867.....	73,665 32	74,276 95	12,187 79	160,130 06
Totals.....	925,217 40	1,352,340 69	149,795 97	2,427,354 06

EXPENSES OF MAINTAINING THE ROAD AND REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and road-way, excepting cost of iron }	\$48,593 03
Cost of iron used in repairs, and ties }	
Repairs of buildings	55,906 72
Repairs of fences and gates	12,309 23
Repairs of bridges	42,890 24
Taxes on real estate	54,630 02
Total	<u>\$574,329 24</u>

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders	\$114,931 29
Repairs of passenger and baggage cars	64,235 67
Repairs of freight cars	108,300 74
Repairs of tools and machinery in shops	7,015 69
Total	<u>\$294,483 39</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, etc	\$12,448 27
Agents and clerks	169,894 06
Porters, watchmen and switch-tenders	19,612 12
Conductors, baggage and brakemen	65,851 90
Engineers and firemen	64,612 70
Fuel, cost and labor of preparing for use	159,263 89
Oil and waste for engines and tenders, oil and waste for freight cars, oil and waste for passenger and baggage cars	28,694 21
Loss and damage of goods and baggage	11,955 56
Damage for injury of persons	19,630 95
General superintendence	38,899 83
Contingencies	2,675 35
Expenses delivering U. S. mails at post-office	936 00
Foreign agencies	43,434 98
Train supplies	5,736 20
Law expenses	5,940 84
United States Government tax	31,821 97
Total	<u>649,586 86</u>

AGGREGATE OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

Total receipts during the year	\$2,427,354 06
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PAYMENTS.

Payments during the year, as follows:

Exp's of maintaining the road and real estate of the comp'y..	\$574,329 24
Expenses of repairs of machinery	294,483 39
Expenses of operating the road, and transportation expenses	649,586 86
For payment of interest	204,577 66
For dividends on stock—rate per cent, and amount—8 per cent. and 6 per cent	728,918 40
For payments to all other sources	127,573 73
	<u>2,579 469 28</u>

The fiscal year of the company ends April 30th. The regular dividend days have been 25th of April and October, making up the accounts to 30th April. A small surplus remains after meeting all payments and the two dividends.

EXPRESS AND TRANSPORTATION COMPANIES.

What Express Companies run on your road, and on what terms?

United States Express Company, and Merchants' Union Express Company.

The rates are about double first class rates on freight trains.

What freight or transportation companies run on your road, and on what terms?

Great Western Dispatch Freight Line.

Peoples' Dispatch Line.

Merchants' Dispatch Freight Line.

The above get a deduction of about ten per cent. from current freight rates.

The Red Line Transit Company, the South Shore Line Company, and the Empire Line run on the road at current rates.

FENCING.

Whole length of the railroad fenced on both sides.

ANIMALS KILLED.

The number and kind of farm animals killed and claim of damages therefor; amount paid and unpaid on said claims?

Kind of Animals.	Number.	Amount claimed.	Amount paid.	Amount unpaid.
Cattle.....	56	\$2,351 00	\$350 00	\$2,001 00
Horses	21	1,545 00	240 00	1,305 00
Sheep	27	166 00	.....	166 00
Hogs.....	2	15 00	.....	15 00
Total	106	4,077 00	590 00	3,487 00

ACCIDENTS.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year?

Date.	Passengers.		Employees.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
August 23, 1866.....					2		2	
October 25, 1866.....						1		1
January 3, 1867.....		1						1
January 7, 1867.....		2						2
February 23, 1867.....					1		1	
April 18, 1867.....			1				1	
April 15, 1867.....		5						5
May 21, 1867.....					1		1	
May 27, 1867.....					1		1	
June 7, 1867.....					1		1	
June 11, 1867.....	1						1	
July 23, 1867.....						1		1
Total.....	1	8	1	..	6	2	8	10

The following is a statement of the date of each accident, the place where it occurred, the train, the cause, and extent of the injury inflicted on each person, and the name of such person, as follows:

August 23, 1866.—Near Oberlin, train No. 10, passenger, a carriage containing two gentlemen was caught on railroad crossing, and both were killed instantly—Messrs. Bishop and Sheffield.

October 25, 1866.—At Elyria, a man named E. Noble had both legs cut off, while attempting to get on construction train.

January 3, 1867.—A young man, by the name of Ellis, fell under the engine of freight train No. 13, at Townsend Station, injuring one leg, causing amputation necessary.

January 7, 1867.—Sleeping car jumped the track at Rockport Station, seven miles west of Cleveland, two persons, names unknown, were slightly injured.

February 23, 1867.—A woman, name unknown, was killed near Cleveland, on C. C. & C. R. R. double track. Two trains were approaching from opposite directions, and in stepping from one track to the other to escape the train in front, she was struck by the one in the rear; she was evidently intoxicated.

April 18, 1867.—James Burnes, conductor of wood train, fell between the cars, while attempting to jump from train while under motion, at Bellevue Station, and was killed.

April 15, 1867.—A broken rail threw passenger train No. 16 from track near Clyde Station, injuring five persons—none seriously.

May 21, 1867.—A man by the name of Flabour was run over in Toledo engine house, by engine "Clinton;" both legs were badly crushed, from the effects of which he died.

May 27, 1867.—Northern division construction train run over and killed an unknown man who was walking on track near Amherst Station. He was trying to reach the road crossing ahead of the train.

June 7, 1867.—Passenger train No. 18 struck a man who was standing on the end of the ties, near Genoa Station. The bell was sounded, but he paid no attention to it, evidently thinking he was clear of track. Name unknown.

June 11, 1867.—A man committed suicide by throwing himself under the engine "Ironsides," while it was being backed into the depot at Cleveland. Name unknown.

July 23, 1867—Mail train No. 3 came in contact with a wagon containing a man named Morgan, who attempted to cross the road in front of the train. Wagon demolished, and man severely injured in the hip.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

DIRECTORS.

John Newell	Cleveland, Ohio.
James Mason	Cleveland, Ohio.
J. H. Wade	Cleveland, Ohio.
Amasa Stone, Jr.	Cleveland, Ohio.
W. H. Vanderbilt	New York City.
H. C. Stimson	New York City.
J. H. Banker	New York City.
John Gardner	Norwalk, Ohio.
S. M. Young	Toledo, Ohio.

OFFICERS.

John Newell	President,	Cleveland, Ohio.
Wm. F. Staunton	Secretary and Treasurer,	"
Moses Howell	Engineer,	"
T. Clarke Luce	General Ticket Agent,	"
A. L. White	General Freight Agent,	"

State of Ohio, County of Cuyahoga, ss.

John Newell, President of the Cleveland and Toledo Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, on the 30th day of June, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

JOHN NEWELL,
President.

Subscribed and sworn to, before me this 5th day of November, A. D. 1867.

JOHN G. JENNINGS,
Notary Public.

CLEVELAND, ZANESVILLE AND CINCINNATI RAILROAD.

HISTORY.

The charter for the construction of this road was embodied in an amendment to the charter of the Cleveland and Pittsburgh Railroad Company, made on the 19th of February, 1851, by which said company was authorized to construct a branch road from some convenient point on its road in Hudson, through Cuyahoga Falls and Akron to Wooster, or some other point on the Ohio and Pennsylvania Railroad between Massillon and Wooster, and to connect with said Ohio and Pa. R. R. and any other railroad running in the direction of Columbus. Subscribers to the stock of the branch road were authorized to organize a company under the name of the "Akron Branch of the Cleveland and Pittsburgh Railroad Company." On the 16th of March, 1853, the name of the company was changed by order of the court of Common Pleas of Summit county, to the "Cleveland, Zanesville and Cincinnati Railroad Company."

Work was commenced on this road in June, 1851, and prosecuted under delays and embarrassment; a part of the line being opened in May, 1854, and the road finally built to Millersburgh, Holmes county, a distance of $60\frac{3}{4}$ miles from Hudson, its northern terminus. The road runs nearly north and south from Hudson, through Cuyahoga Falls and Akron, to Millersburgh.

This company was overtaken by the same financial revulsions which attended so many railroad companies in Ohio, during the years 1856-7-8, and suits were brought to foreclose mortgages, the property placed in the hands of a receiver, and the company being unable to provide for its liabilities, the road and other property of the company, together with the franchises, were sold on the 2d day of November, 1864, under an order of the Supreme Court of Ohio, directed to the Summit County Common Pleas court, dated May 30, 1864, on a judgment rendered by said Supreme Court, at its December term, 1863, and purchased by Geo. W. Cass and John J. Marvin, at three hundred thousand dollars. The indebtedness of the company at the time of sale, including stock, was over one and a half millions dollars. The proceeds of the sale was insufficient to pay one-third

of the debts, and the entire stock was sunk. On the first day of July, 1865, the purchasers of the property conveyed the same, by deed, to the Pittsburgh, Fort Wayne and Chicago Railway Company, which company has ever since held and operated the same, keeping the operations of the road separate and distinct from those of the main line.

There are eleven stations on the sixty-one miles of road, for receiving passengers and freight, the principal of which are Hudson, Cuyahoga Falls, Akron, Orville (where the road crosses the Pittsburgh, Fort Wayne and Chicago R. R.) and Millersburgh. There are three engine houses, one shop, and four water stations on the road, and the following equipment:

Engines	4
First class passenger cars	6
Baggage, mail and express cars	4
Freight cars	98
Total number of persons employed in operating the road	114

The road passes through a populous and well improved country, and enjoys a good local traffic, considerably more than enough to maintain the property. At the price paid — \$300,000.00 — not quite \$5000 per mile, the property ought to be reasonably remunerative.

Only about one-half of the road is balasted, but the track is in safe condition, the iron not badly worn, the track well adjusted and tied, and the machinery in fair condition.

R E P O R T

OF THE

CLEVELAND, ZANESVILLE AND CINCINNATI RAILWAY COMPANY.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS.

The amount of capital stock paid in.....	\$369,673 56
“ present amount of funded debt.....	575,500 00
“ present amount of floating debt.....	623,061 39
	1,568,234 95

CHARACTERISTICS OF THE ROAD.

The length of single main track.....	60 75-100 miles.
The aggregate length of sidings and other tracks, not above enumerated	5 “
The length of rail relaid, new, re-rolled or old :	
Re-rolled.....	5 “
The number of switches on the road, and how many are private :	
Number on road.....	36
The number of road crossings.....	61
How many are level (at grade), and how many bridged ; (also how many under the track):	
Level.....	57
Bridged.....	2
Under track.....	2

RUNNING OF TRAINS, Etc.

The rate of speed adopted for express passenger trains, including stops, 20 miles p. hour.

BRIDGES.

The number of bridges, aggregate length, and whether wood or iron, distinguishing between main track and branches?

The greatest age of bridges ?

The average age of bridges ?

The number of bridges, 21 (wooden) ; aggregate length, 2,417 feet.

The greatest age of bridges (wood), fifteen years.

The average age of bridges (wood), ten years.

The number and description of new bridges built during the year ending June 30, 1867 ?

One wooden trestle bridge, 60 feet in length, (over Wolf Creek).

GRADES.

The maximum grade, with its length in main road, and also in branches ?

The total rise and fall in main road, and also in branches ?

	Main Line going South.	
	Miles Ascending.	Miles Descending
Level	13.4660-5280	.....
From level to 20 feet per mile	4.2998	5.3815-5280
“ 20 “ 40 “ “	14.0414	21.1114
“ 40 “ 60 “ “	1.1519	.....

CURVATURE.

The shortest radius of curvature, with length of curve in main road, and also in branches ?

The total degrees of curvature in main road, and also in branches ?

The total length of straight line in main road, and also in branches ?

	Main Road
Number of miles of straight line	39 1548-5280
“ “ curved “	21.2347
“ curves	54
“ miles of line curved with radius of 5730 feet or more	4.3779
“ miles of line curved with radius of 2865 ft. or between 2865 and 5730 ft.	10.0066
“ miles of line curved with radius of 1433 ft. or between 1433 and 2865 ft.	4.3782
“ miles of line curved with radius of 955 ft. or between 955 and 1433 ft.	3
“ miles of line curved with radius of less than 574 feet	1146 feet.

ESTIMATED VALUE OF ROAD AND EQUIPMENT.

Value as assessed for taxation..... \$304,403 00

RATES.

The rates of fares for passengers and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified ?

PASSENGERS.

First class, through, per mile..... 3 48-100 cents.
First class, way, per mile..... 3 48-100 “

FREIGHT.

First class, through, per mile, per ton 7 13-100 cents
“ “ way, “ “ 8 5 10 “
Second class, through, “ “ 6.66 “
“ “ way, “ “ 7 8-10 “
Third class, through, “ “ 6 “
“ “ way, “ “ 7 “
Fourth class, through, “ “ 3.67 “
“ “ way, “ “ 4 “

DOINGS OF THE YEAR, (ENDING JUNE 30, 1867) IN TRANSPORTATION, AND
NUMBER OF MILES RUN.

The number of miles run by passenger trains	}	38,029
The number of miles run by freight trains		
The number of miles run by other trains		4,400
The number of miles traveled by passengers, or number of passengers carried one mile		1,586,528

EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers?

Its monthly earnings for transportation of freight?

Its monthly earnings from all other sources?

Months.	Passengers.	Freight.	Mail and Express.	Rents.	Miscellaneous.	Totals.
July, 1866..	\$4,798 96	\$4,492 20	\$311 60	.....	.....	\$9,602 16
August, " ..	4,815 23	4,848 98	317 00	.....	.....	9,981 21
September, " ..	4,776 13	5,382 96	311 00	.....	.....	10,470 09
October, " ..	5,500 22	7,194 61	317 00	.....	.....	13,011 83
November, " ..	4,356 21	7,270 20	311 00	.....	.....	11,937 41
December, " ..	4,595 27	6,986 05	311 00	.....	.....	11,892 32
January, 1867..	3,526 54	6,022 6.	317 00	.....	.....	9,866 15
February, " ..	3,906 75	6,528 87	299 00	.....	.....	10,734 62
March, " ..	4,755 32	7,834 47	311 00	.....	.....	12,900 79
April, " ..	4,813 38	7,923 81	311 00	.....	.....	13,048 19
May, " ..	4,837 06	8,743 57	317 00	.....	.....	13,897 63
June, " ..	4,863 14	7,608 89	305 00	\$263 75	.....	12,777 03
Totals.....	\$55,544 21	\$80,837 22	\$3,738 00	\$263 75	\$1,074 78	\$141,457 96

EXPENSES OF MAINTAINING THE ROAD AND REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and road-way, excepting cost of iron	\$29,929 46
Cost of iron used in repairs.....	3,783 25
Cost of ties	4,058 10
Taxes on real estate.....	4,363 26
Total	\$42,134 07

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders	\$11,754 03
Repairs of passenger and baggage cars.....	4,053 70
Repairs of freight cars	12,019 91
Repairs of tools and machinery in shops	4,925 10
Incidental expenditures. oil, fuel, clerks, watchmen, &c.. about shops	4,920 00
Total	\$37,672 74

EXPENSES OF OPERATING THE ROAD

Office expenses, stationery, &c.....	\$701 49
Agents and clerks, labor, loading and unloading freight, porters, watchmen and switch-tenders, wood and water station attendance	8,996 49
Conductors, baggage and brakemen.....	4,845 93

Engineers and firemen	\$4,680 00
Fuel, cost and labor of preparing for use	7,866 30
Oil and waste for engines and tenders, oil and waste for freight cars, oil and waste for passenger and baggage cars	1,370 37
Loss and damage of goods and baggage	228 95
Damage for injury of persons	72 64
Damage to property, including damages by fire and cattle killed on road ..	43 00
General superintendence	3,000 00
Contingencies	3,993 03
Total	<u>\$35,798 20</u>

AGGREGATE OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

Total receipts during the year	\$141,457 96
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PAYMENTS.

Payments during the year, as follows:

Expenses of maintaining the road and real estate of the company	\$42,134 07
Expenses of repairs of machinery	37,672 74
Expenses of operating the road	35,798 20
For payments to all other sources *	<u>25,852 95</u>
Total	\$141,457 96

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

Union Line Express, present terms, \$312 a month.

FENCING.

The whole length of road unfenced on either side, and the reason therefor?

The length of road unfenced on either side is, by estimate, about 2,560 rods. The reason for not fencing is, the lands are unoccupied, and the finances of the road too low to make fences where it is not required to protect crops, or the travel on carriage roads running parallel with and near the track.

If cattle were restrained from running at large, as the law contemplates, the fencing of unoccupied lands (generally low bottom and swamp) would be quite unnecessary.

ANIMALS KILLED.

The number and kind of farm animals killed and claim of damages therefor; amount paid and unpaid on said claims?

One cow	(am't paid)	\$25 00
Five to eight sheep	"	18 00

* Paid into the treasury of the Pittsburgh, Fort Wayne and Chicago Railway Company.

PROPERTY BURNED.

The description of property burned by fire from locomotives, and amount of damages claimed therefor, and amount paid on said claims?

One buggy damaged by fire from engine, while being transported..(am't paid) \$99 45

ACCIDENTS.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause, and the extent of the injury inflicted on each person, and the name of such person, as follows:

December 8, 1867.—James Lacy, ten or twelve years old, was thrown from the track by the evening express train going south. He was walking on or crossing the track in a storm and nearly dark—injured fatally.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

Simon Perkins, Superintendent.....Akron, Ohio.

NOTE.—This road is owned by the Pittsburgh, Fort Wayne and Chicago Railway Company, and under direction of that Company.

State of Ohio, County of Summit, ss.

Simon Perkins, Superintendent of the Cleveland, Zanesville & Cincinnati Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the thirtieth day of June, A. D. 1867, according to the best of his knowledge and belief.

(Signed.)

SIMON PERKINS,
Superintendent.

Subscribed and sworn to before me, this twentieth day of September, A. D. 1867.

W. L. CLARKE,
Justice of Peace.

COLUMBUS AND INDIANAPOLIS CENTRAL RAILWAY.

HISTORY.

The history of this road and the various changes through which the several lines of road now managed under the corporate name of "Columbus and Indianapolis Central Railway Co., can only be given briefly. The present organization presents a striking example of what may be done toward developing and resuscitating comparatively feeble and broken down lines of railroad, by a wise and judicious combination and consolidation of several roads. The history of this road in Ohio commences with the charter of the Columbus, Piqua and Indiana R. R. Co., on the 23d day of February, 1849, for constructing a railroad from Columbus, through Urbana and Piqua; and thence to the west line of the State. By the terms of the charter and various amendments, counties, cities and townships from, to or through which the road might be located, were authorized to make subscriptions to its stock. Considerable amounts of stock were in this way obtained, and work was commenced in December, 1850. A portion of the line was opened for traffic in 1853, but the whole line to Union city was not completed until 1859, under the Receivership. Embarrassment and general poverty attended the company from the first, terminating in insolvency and the appointment of a Receiver in 1857.

In 1861, before any sale of the road had been ordered, the Act of April 11, 1861 was passed, providing a mode for capitalizing and reorganizing railways, under which the road and property, with the consent of all parties, interested, was sold by order of the Court, and the corporation continued and reorganized under the name of the Columbus and Indianapolis Railroad Company.

On the 1st of Oct. 1863, this company was organized by an adjustment and capitalization of the stock and debts of the Columbus, Piqua and Indiana R. R. Company. By the terms of adjustment \$1,151,108 00 of the stock and debt of the old company was sunk.

On the 5th of September, 1864, the Columbus and Indianapolis R. R. company purchased the Richmond and Covington R. R., the charter of which was granted on the 12th of March 1862, for a road from Covington to the Indiana State line, near New Paris, where it connected with the Indiana Central Railway. This road was built to connect with the Columbus and Indianapolis R. R. at the Junction, ten miles west of Piqua.

On the 17th of Oct. 1864, the present Columbus and Indianapolis Central

Railway Company was organized by the consolidation of the Columbus and Indianapolis R. R. Co. with the Indiana Central Railway Company, thus forming a direct and continuous line of road, under one corporation, from the Capital of Ohio to the Capital of Indiana, one hundred and eighty-six miles in length, and the line to Union City, twenty miles. Vigorous efforts were at once put forth to fully equip and thoroughly repair the road from Columbus to Indianapolis. A large amount of money has been expended in this direction during the past two years, and the road may now be justly classed as a first class road, with a position and connections insuring it a large through traffic, and a rapidly growing local business.

The company is now building and expects to have finished and in operation by February, 1868, at farthest, a road from Union City to Logansport, where connection will be made with the Chicago and Great Eastern Railway and the Toledo, Logansport and Burlington Railway, giving a very direct line from Columbus to Chicago, and with the lines now building and in operation, west from Logansport, will give this company an outlet to the Mississippi river, at Keokuk, Iowa, connecting with other lines west from there. Negotiations are now pending for further consolidation, with the Chicago and Great Eastern, and the companies owning roads from Logansport to the Mississippi river.

This company also has connections at Indianapolis, with roads leading to St. Louis, and by a recent union of interest with the Jeffersonville, Madison and Indianapolis R. R. Co. in the building of a road from Cambridge city to Columbus, Indiana, secures a favorable line to Jeffersonville, opposite Louisville, Ky.

There are fifty-one stations on the main line for receiving passengers and freight, the principal of which are Columbus, Urbana, Piqua, Greenville, Union City, Richmond, Cambridge city, Knightstown, Greenfield and Indianapolis. There are five engine houses and shops and twenty water stations on the road, and the company reports the following equipment:

Engines	42
First-class passenger cars.....	26
Baggage, mail and express cars.....	15
Freight cars	500
Total number of persons employed in operating the road in Ohio.....	747

By the report of the company, up to July 1, 1867, the two hundred and eight miles of road and equipment is represented by \$7,316,373 00, of which \$2,890,200 00 is stock and \$4,429,173 00 is debt—or a fraction over \$35,000 00 per mile.

REPORT

OF THE

COLUMBUS AND INDIANAPOLIS CENTRAL R. R. CO.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS.

The amount of capital stock paid in	\$2,890,200 00
The present amount of funded debt	3,915,000 00
The present amount of floating debt	511,173 00

CHARACTERISTICS OF THE ROAD.

The total length of entire line and branches	208 miles.
The length of single main track in Ohio	115 "
The length of branches, stating whether they have single or double track ?	
Single in Ohio	19½ "
The aggregate length of sidings and other tracks not above enumerated, in Ohio	22 "
The length of rail re-laid, new, re-rolled, or old ?	
New	15 "
Re-rolled	20 "
Old	5 "
The number of switches on the road, and how many are private ?	
Number on road	136
The number of road crossings	150
How many are provided with flagmen	9
How many are level (at grade) and how many bridged (also, how many under the track) ?	
Level	129
Bridged	21

The number of wheels and axles in use in passenger trains, and how many renewed during the year, as follows :

WHEELS.

Number in use	248
Renewed during year	176

AXLES.

Number in use	124
Number renewed during year	78

RUNNING OF TRAINS, ETC.

	Miles per hour
The rate of speed adopted for express passenger trains, including stops	26
The rate of speed actually attained by express passengers trains	35
The rate of speed adopted for mail and accommodation passenger trains, including stops	23
The rate of speed actually attained by mail and accommodation trains, including stops and detentions	30

BRIDGES IN OHIO

The number of bridges, aggregate length, and whether wood or iron, distinguishing between main track and branches ?

The greatest age of bridges ?

The average age of bridges ?

	No. of bridges.			Aggregate length in feet.	Greatest age of bridges (yrs.).		Average age of bridges (yrs.).	
	Wood.	Iron.	Total.		Wood.	Iron.	Wood.	Iron.
Main Line ..	8	....	8	1,550	9	....	5	....
Totals....	8	....	8	1,550	9	....	5	....

The number and description of new bridges built (during the year ending June 30, 1867) ?

Specify each bridge.	Kind. (Giving distinguishing name.)	Whether wood or iron.	Length in feet.	When built.
Scioto	Best Howe Truss	Wood	430	Unfinished; to be completed October, 1867.
Piqua	Best Howe Truss	Wood	276	Finished April 1, 1867.

GRADES.

The maximum grade, with its length in main road and also its branches ?

The total rise and fall in main road, and also in branches ?

	Main Line—188 miles.
	Miles ascending.
Maximum grade	60 feet.
Level	87 miles.
From level to 20 feet per mile	20 "
" 20 " 40 " "	6 "
" 40 " 60 " "	3 "
Total miles	116 miles.

ESTIMATED VALUE OF ROAD AND EQUIPMENT, IN OHIO.

The estimated value of the road-bed, including iron and bridges	\$895,950
The estimated value of its rolling stock	325,530
The estimated value of its stations, buildings and fixtures	19,785
The estimated value of all its other property	20,000
Total	\$1,264,265

RATES.

The rates of fares for passengers and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified ?

PASSENGERS.

First class, through, per mile	02.98 cents.
First class, way, per mile	03.50 "
Second class, through, per mile	02.27 "
Emigrant, through, per mile	01.18 "

FREIGHT.

First class, through, per mile, per ton	6 "
First class, way, per mile, per ton	9 "
Second class, through, per mile, per ton	5 "
Second class, way, per mile, per ton	7½ "
Third class, through, per mile, per ton	4½ "
Third class, way, per mile, per ton	6 1-5 "
Fourth class, through, per mile, per ton	3¼ "
Fourth class, way, per mile, per ton	5½ "

DOINGS OF THE YEAR (ENDING JUNE 30, 1867) IN TRANSPORTATION, AND NUMBER OF MILES RUN.

The number of miles run by passenger trains	380,000
The number of miles run by freight trains	425,000
The number of miles run by other trains	93,600

EARNINGS FOR THE YEAR.

Its montly earnings for transportation of passengers ?

Its monthly earnings for transportation of freight ?

Its monthly earnings from all other sources ?

Months.	Passengers.	Freights.	Mail and Express.	Miscellaneous.	Totals.
July, 1866	\$40,346 97	\$41,944 96	\$3,308 73	\$803 30	\$86,403 96
August, "	55,104 45	61,844 00	9,401 54	321 00	126,670 99
September, "	40,169 15	42,277 55	4,030 44	1,386 59	87,863 73
October, "	56,765 85	59,665 66	3,963 16	1,634 13	122,028 80
November, "	45,849 87	59,444 10	4,177 12	88 81	109,559 90
December, "	38,334 45	40,799 90	4,051 52	412 69	83,598 56
January, 1867	32,102 72	40,861 74	4,001 84	1,512 52	78,478 82
February, "	30,963 53	35,004 54	4,075 64	1,590 94	71,634 70
March, "	41,478 97	54,013 64	4,106 06	2,232 60	101,831 27
April, "	42,293 38	54,226 53	4,077 42	1,266 02	101,863 35
May, "	39,450 61	53,628 74	5,255 86	1,343 62	99,648 83
June, "	40,164 82	48,290 74	4,377 00	1,902 45	94,735 01
Totals	\$503,024 82	\$592,002 10	\$54,796 33	\$14,494 67	\$1,164,317.92

EXPENSES OF MAINTAINING THE ROAD AND REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and road-way, excepting cost of iron	\$104,041 70
Cost of iron used in repairs	61,528 53
Cost of ties	20,210 25
Repairs of buildings	3,668 64
Repairs of fences and gates	7,837 88
Repairs of bridges	7,242 66
Taxes on real estate	23,426 18
Total	\$227,955 84

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders	\$60,831 99
Repairs of passenger and baggage cars	18,256 23
Repairs of freight cars	34,572 50
Repairs of tools and machinery in shops	1,213 27
Incidental expenditures, oil, fuel, clerks, watchmen, &c., about shops	7,362 18
Total	\$122,236 17

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.	\$10,830 59
Agents and clerks	12,752 51
Labor, loading and unloading freight	30,261 89
Porters, watchmen and switch tenders	6,620 88
Wood and water station attendance	5,699 12
Conductors, baggage and brakemen	75,610 85
Engineers and firemen	65,245 16
Fuel, cost and labor of preparing for use	111,421 00
Oil and waste for engines and tenders	9,650 00
Oil and waste for freight cars	8,212 67
Oil and waste for passenger and baggage cars	2,592 41
Loss and damage of goods and baggage	7,169 64
Damage for injury of persons	474 50
Damage to property, including damages by fire and cattle killed on road	6,140 67
General superintendence	25,317 55
Contingencies, including telegraphing	9,442 01
Total	\$387,441 45

AGGREGATE OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

Total receipts during the year	\$1,164,317 92
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PAYMENTS.

Payments during the year, as follows :

Expenses of maintaining the road and real estate of the company	\$227,955 84
Expenses of repairs of machinery	122,236 17
Expenses of operating the road	387,441 45
For transportation expenses	14,016 00
For payment of interest	276,724 41
For dividends on stock—rate per cent. and amount	123,221 05
For payments to all other sources	10,723 00
Total	\$1,164,317 92

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

American and United States, at the rate for both of two hundred dollars per week.

What freight or transportation companies run on your road, and on what terms?

Union Star Line at regular tariff rates.

Great Western Dispatch Company at same rates.

FENCING.

The whole length of road unfenced on either side, and the reason therefor?

Road all fenced; some parts in bad order, but renewals going on as fast as practicable.

ANIMALS KILLED.

The number and kind of farm animals killed, and claim of damages therefor; amount paid and unpaid on said claims, in Ohio?

Kind of Animals.	Number.	Amount paid.
In July, 1866—Cattle.....	3	\$130 00
In " " Horses	2	105 00
In October, " Mule.....	1	40 00
In November, " 1 Horse and 1 Cow	2	120 00
In December, " Cow	1	50 00
In January, 1867—Cattle.....	3	95 50
In April, " Cow	1	20 00
In May, " Cow	1	45 00
In June, " 4 Horses, 1 Mule, and 1 Cow.....	6	277 50
Total.....	20	\$883 00

ACCIDENTS.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause, and the extent of the injury inflicted on each person, and the name of such person, as follows:

July 23, 1866.—William Johnson, employe, was killed on a freight train, at Troy road crossing, by a bridge.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

DIRECTORS.

W. D. Thompson.....	New York.
Joseph Tuckerman.....	"
John J. Seeley.....	"
Joseph J. Thomas.....	Philadelphia, Pa.
B. E. Smith.....	Columbus, Ohio.
William Deunison.....	"
John R. Hilliard.....	Delaware, "
John Gardiner.....	Norwalk, "
John S. Newman.....	Indianapolis, Ind.

OFFICERS.

B. E. Smith, President.....	Columbus.
Gordon Moodie, Secretary	"
James Alexander, Treasurer.....	"
James M. Lunt, Superintendent.....	Indianapolis.
W. F. Doggett, Auditor.....	Columbus.
F. Chandler, General Ticket Agent.....	Indianapolis.
C. W. Smith, General Freight Agent	"

State of Ohio, County of Franklin, ss.

Benjamin E. Smith, President of the Columbus and Indianapolis Central Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, believes them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

B. E. SMITH,
President.

Subscribed and sworn to, before me, this 31st day of October, A. D. 1867.

W. F. DOGGETT, Notary Public.

CLEVELAND, PAINESVILLE AND ASHTABULA RAILROAD.

HISTORY.

This road extends from the city of Cleveland, Ohio, to Erie, Pa., a distance of ninety-five and five hundred and twenty-eight thousandths, (95.528 1000) miles, 69.994-1000 miles of which is in Ohio, and 25.534-1000 miles in Pennsylvania, and is more commonly known as the "Cleveland and Erie Railroad," and by some called the "Lake Shore Road."

The whole line is owned and operated by the Cleveland, Painesville and Ashtabula Railroad Company, which was chartered on the 18th of February, 1848, for the construction of a railroad "from Cleveland, by way of Painesville, in Lake county, through Ashtabula county, to some point on the Pennsylvania State line, with power to connect with any railroad incorporated by the State of Pennsylvania to any point authorized by the General Assembly of that State." Work was commenced on the Ohio portion of the road in 1849, and the line opened for traffic in November, 1852. That portion of the road lying in Pennsylvania, was built by the Franklin Canal Company, under an amendment to its charter, made April 9th, 1849, giving it authority to construct a railroad. Doubts being entertained as to the constitutionality of this amendment, the Legislature repealed the same on the 28th day of January, 1854, and on the 5th of May, 1856, passed an act authorizing the Cleveland, Painesville and Ashtabula Railroad Company to purchase the road, and operate it under the general law of that State. In pursuance of this authority, this company became the purchaser, and now owns and operates it as a part of its main line.

Great doubt was entertained by some, at the outset of the enterprise, as to the ability of the road to compete with the lake in transportation; and some difficulty and considerable delay was experienced in raising the means required to build the road. The company also suffered some delays, embarrassment and loss by the "Erie War," and the action of the Pennsylvania Legislature, requiring it to issue a half-million dollars of bonds to the Sunbury and Erie Railroad Company for the chartered privileges granted it from the State line to Erie. But, with all these embarrassments, and an expensive line to build, the original stockholders who retained their stock, have enjoyed a regular and handsome income on their investment and a liberal increase of their stock.

There are nineteen stations on the road, for receiving passengers and which are Cleveland, Painesville and Ashtabula, in Ohio, and Girard and Erie, in Pennsylvania. There are seven engine houses and shops, and twelve water stations on the road, and the company reports the following equipment :

Engines	39
First-class passenger cars	25
Second-class passenger cars	9
Baggage, mail and express cars	10
Freight cars	1038
Drovers' caboose cars	16
Gravel cars	54
Boarding and sleeping cars	6

The company employs 1035 persons in operating the road in Ohio.

The road and property of the company is represented by \$5,000,000 of stock, and \$1,500,000 of funded debt, making the present cost of the 95.528-1000 miles of road, equipment and other property, a fraction over \$68,000 per mile.

The company has lately leased, in perpetuity, the Cleveland and Toledo Railroad, the terms of which were not concluded when the report of the company was made.

While it is not my purpose to compliment any railroad company, I cannot, in justice to the officers and managers of this line of road, do less than pronounce it the most perfect railroad, in all its characteristics, I have found in the State; and I doubt whether a better one, in all respects, can be found in the country. Doubtless, much is attributable to its large earnings and healthy financial condition; but these are no less the result of a well sustained and judiciously managed road. Other companies would do well to take lessons from this, in attention to their tracks, machinery and rolling stock, and the care, comfort and courtesy extended to passengers. Nothing does more to popularize a line and increase its business, than attention and care in these matters—too often overlooked in railroad management in this country.

REPORT

OF THE

CLEVELAND, PAINESVILLE & ASHTABULA R. R. CO.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS.

The amount of capital stock paid in	\$5,000,000 00
The present amount of funded debt	1,500,000 00
Total	\$6,500,000 00

CHARACTERISTICS OF THE ROAD.

The length of single main track (Ohio 69 994-1000 miles, Pennsylvania 25 534-1000 miles)	95 538-1000 miles.
The length of double main track (Ohio 15 23-100 miles, Pennsylvania 1 25-100 miles)	16 48-100 "
The aggregate length of sidings and other tracks not above enumerated (Ohio 15 081-1000, Pennsylvania 9 191-1000 miles)	24 209-1000 "
The length of rail relaid, new, rerolled, or old ?	
New (Ohio 8 85-100 miles, Pennsylvania 2 76-100 miles)	11 61-100 "
Rerolled (Ohio 19 634-1000 miles, Pennsylvania 8 380-1000 miles)	28 014-100 "
The number of switches on the road, and how many are private ?	
Number on road (Ohio 110, Pennsylvania 56)	166
Number private (Ohio 2)	2
The number of road crossings (Ohio 62, Pennsylvania 27)	89
How many are provided with flagmen—Ohio	2
How many are level (at grade) and how many bridged (also, how many under the track) ?	
Level (Ohio 60, Pennsylvania 26)	86
Under track (Ohio 2, Pennsylvania 1)	3

The number of wheels and axles in use in passenger trains, and how many renewed during the year, as follows :

WHEELS.

Number in use	280
Renewed during year	272

AXLES.

Number in use	140
Number renewed during year	132

RUNNING OF TRAINS, ECT.

	Miles per hour.
The rate of speed adopted for express passenger trains, including stops	32
The rate of speed actually attained by express passenger trains	45
The rate of speed adopted for mail and accommodation passenger trains, including stops	24
The rate of speed actually attained by mail and accommodation trains, including stops and detentions	24

BRIDGES.

The number of bridges, aggregate length, and whether wood or iron, distinguishing between main track and branches?

The greatest age of bridges?

The average age of bridges?

	Number of bridges.				Aggregate length in ft.	Greatest age of bridges.		Average age of bridges.	
	Wood.	Stone.	Iron.	Total.		Wood.	Iron.	Wood.	Iron.
Main line	3	1	1	5	1,698	years. 16	year. 1	years. 15½	year. 1
Total	3	1	1	5	1,693	16	1	15½	1

One wooden bridge, 108 feet long, in Pennsylvania; balance in Ohio.

GRADES.

The maximum grade, with its length in main road and also its branches?

The total rise and fall in main road, and also in branches?

	Main line. East.		In Ohio. Going east.		In Pennsylvania. Going east.	
	Miles ascend- ing.	Miles descend- ing.	Miles ascend- ing.	Miles descend- ing.	Miles ascend- ing.	Miles descend- ing.
Maximum grade, 21 ft. per mile..	.....	.....	.....	.....	.....	.....
Level—Miles	18.193	.....	13.797	.....	4.396	.....
From level to 20 feet per mile....	38.491	38.414	28.044	27.723	10.477	10.691
Total miles.....	38.491	38.844	28.044	28.153	10.477	10.691
Total rise and fall { Rise 407½ ft. } { Fall 302½ ft. }	710 feet.		481 feet.		229 feet.	

CURVATURE.

The shortest radius of curvature, with length of curve in main road, and also in branches?

The total degrees of curvature in main road, and also in branches?

The total length of straight line in main road, and also in branches?

	Main road.	In Ohio.	In Penn'vania.
Number of miles of straight line.....	86.1223	65.2265	20.8958
Number of miles of curved line.....	9.4069	4.7687	4.6382
Number of curves.....	29	19	10
Number of miles of line curved with radius of 5730 feet or more.....	8.5464	4.2490	4.2973
Number of miles of line curved with radius of 2865 ft. or between 2865 and 5730 ft.....	.6657	.3248	.3409
Number of miles of line curved with radius of 1433 ft. or between 1433 and 2865 ft.....	.1948	.1948	.....
Minimum radius of curvature.....	1910 ft.	1910 ft. 1029 ft.	2292 ft. 2381 ft.
Total	496° 24'	231° 52'	264° 32'

NOTE.—Straight line	86.1223 miles.
Twenty-nine curves	9.4069 "
Total.....	95.5292 "

ESTIMATED VALUE OF ROAD AND EQUIPMENT.

The estimated value of the road-bed, including iron and bridges, in Ohio.	\$1,328,337 00
The estimated value of its rolling stock apportioned to Ohio.....	619,127 00
The estimated value of its stations, buildings and fixtures in Ohio.....	183,400 00
The estimated value of all its other property.....	433,067 00
Total.....	2,563,931 00

RATES.

The rates of fares for passengers and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified?

PASSENGERS.

First class, through, per mile	3	cents.
First class, way, per mile.....	3 15-100	"
Second class, through, per mile	2	"
Third class, through, per mile	1	"

FREIGHT.

First class, through, per mile per ton	3½	cents.
First class, way, per mile per ton.....	4 8-10	"
Second class, through, per mile per ton.....	2 8-10	"
Second class, way, per mile per ton.....	4 8-10	"
Third class, through, per mile per ton	2	"
Third class, way, per mile per ton.....	4 2-10	"
Fourth class, through, per mile per ton.....	1½	"
Fourth class, way, per mile per ton.....	4 2-10	"

DOINGS OF THE YEAR (ENDING JUNE 30, 1867) IN TRANSPORTATION AND NUMBER OF MILES RUN.

The number of miles run by passenger trains	305,015
The number of miles run by freight trains.....	460,959
The number of miles run by other trains	75,580
The number of miles traveled by passengers or number of passengers carried one mile.....	34,340,907

EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers?

Its monthly earnings for transportation of freight?

Its monthly earnings from all other sources?

Months.	Passen- gers.	Freight.	Mail and Express.	Miscella- neous.*	Totals.
July, 1866	74,371 03	95,462 27	8,234 17	.....	\$178,087 47
August, " "	76,509 70	119,626 18	8,538 11	.....	204,673 99
September, " "	85,846 74	122,245 79	11,489 96	.....	219,582 49
October, " "	88,104 27	155,982 87	16,889 55	.....	260,976 69
November, " "	77,139 47	148,964 25	18,497 97	.....	244,601 69
December, " "	59,555 22	128,780 66	18,828 44	18,007 79	225,172 11
January, 1867	43,040 12	117,102 79	14,231 12	.....	174,374 03
February, " "	45,874 11	126,907 35	12,613 81	.....	185,395 27
March, " "	65,871 18	145,952 40	17,055 62	.....	228,879 20
April, " "	75,421 82	130,521 76	20,246 09	.....	226,189 67
May, " "	71,959 32	103,276 76	17,129 46	.....	192,365 54
June, " "	71,516 20	103,435 11	19,127 12	13,004 98	207,083 41
Totals	835,269 18	1,498,278 19	182,881 42	31,012 77	2,547,381 56

* Miscellaneous receipts, includes rents, interest and profit and loss account.

EXPENSES OF MAINTAINING THE ROAD AND REAL ESTATE OF THE CORPORATION,

Repairs of road-bed and road-way, excepting cost of iron	\$118,668 14
Cost of iron used in repairs	333,833 25
Cost of ties	10,850 49
Repairs of buildings	56,005 36
Repairs of fences and gates	2,102 97
Repairs of bridges, including \$3,978.86, expended on Ashtabula and Con- neant bridge	17,615 15
Taxes on real estate, and State taxes in Ohio and Pennsylvania, on road and equipment	47,337 89
Total	586,413 28

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders, and renewals	\$157,998 14
Repairs of passenger and baggage cars, and renewals	66,156 01
Repairs of freight cars, and renewals	132,312 04
Total	356,466 19

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationary, &c	\$21,424 57
Agents and clerks	30,722 10
Labor—loading and unloading freight	59,277 90
Porters, watchmen and switch tenders	18,499 67
Wood and water station attendance	12,721 15
Conductors, baggage and brakemen	54,215 10
Engineer and firemen	27,863 75
Fuel, cost and labor of preparing for use	193,074 70
Oil and waste for engines and tenders	5,014 66
Oil and waste for freight cars	8,969 00
Oil and waste for passenger and baggage cars	5,979 32
Loss and damage of goods and baggage	7,660 99
Damage for injury of persons	2,743 31
Damage to property, including damages by fire and cattle killed on road...	1,126 20

General superintendence.....	5,300 00
Contingencies, including Government taxes, telegraph expenses and mileage of cars and locomotives.....	172,555 20
Total.....	627,147 62

AGGREGATE OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

Total receipts during the year.....	\$2,547,381 56
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PAYMENTS.

Payments during the year, as follows :

Expenses of maintaining the road and real estate of the com- pany.....	\$586,413 28
Expenses of repairs of machinery.....	356,466 19
Expenses of operating the road.....	627,147 62
For payment of interest.....	105,000 00
For dividends on stock—rate per cent. and amount.....	499,812 50
Total.....	2,174,839 59
Total amount of surplus fund.....	372,541 97

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

Merchants' Union Express Co., American Express Co., United States Express Co. About double rates charged on freight trains.

What freight or transportation companies run on your road, and on what terms?

Empire Transportation Co. Seven per cent. less than current rates for agents, contingencies and expenses.

Red Line Transit Co., White Line Central Transit Co., Erie Transportation Co., South Shore Line. Current rates charged by all.

Peoples' Dispatch, Merchants' Dispatch. Seven per cent. less than current rates for agents, contingencies and other expenses.

FENCING.

The whole length of road unfenced on either side, and the reason therefor?

All fenced.

ANIMALS KILLED.

The number and kind of farm animals killed and claim of damages therefor; amount paid and unpaid on said claims?

Kind of Animals.	Number.	Amount claimed.	Amount paid.	Amount unpaid.
Sheep.....	31	\$75 25	\$34 00	\$41 25
Hogs.....	4	60 50	50 50	10 00
Horses and colts.....	9	365 00	230 00	135 00
Cows, heifers, &c.....	32	1,020 00	632 50	387 50
Totals.....	76	1,520 75	947 00	573 75

PROPERTY BURNED.

The description of property burned by fire from locomotives, and amount of damages claimed therefor; and amount paid on said claims?

One car dry goods partly burned. Amount claimed, \$7,148.90; amount paid, \$7,148.90.

ACCIDENTS.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year?

Date.	Passengers.		Employees.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
5th Oct., 1866..	-----	-----	-----	-----	1	-----	1	-----
24th Nov., "	-----	-----	-----	-----	1	-----	1	-----
13th Oct. "	-----	1	-----	-----	-----	-----	-----	1
12th Mar., 1867..	-----	-----	1	-----	-----	-----	1	-----
11th June, "	-----	-----	1	-----	-----	-----	1	-----
21st "	-----	-----	-----	-----	1	-----	1	-----
Totals.....	-----	1	2	-----	3	-----	5	1

The following is a statement of the date of each accident, the place where it occurred, the train, the cause, and the extent of the injury inflicted on each person, and the name of such person, as follows:

October 5th, 1866, Nathan Balch was killed by Toledo Express west, near Painesville Station; was walking on the track; supposed to have been intoxicated.

November 24, 1866, Mr. Hall was killed near Girard Station; was walking on double track, and was struck by Cincinnati Express east.

October 13, 1866, Mrs. Gage was injured while getting off steamboat express west at Painesville Station; result of injury, amputation part of one foot.

March 12, 1867, E. Beckwith, employe, was killed at Cleveland Station, while switching cars.

June 11, 1867, Ordell Harvey, employe, was killed at Erie Station; fell from top of car while train was in motion.

June 21, 1867, Wm. Joiner, deaf and dumb, was killed at Taybrook Station, by the accommodation train, while walking on the track.

NAME AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

DIRECTORS.

Amasa Stone, Jr.....	Cleveland, Ohio.
Stillman Witt	" "
George P. Ely	" "
Henry B. Payne.....	" "
Thomas M. Kelley.....	" "
William Collins.....	" "
M. L. Sykes, Jr.....	" "
H. E. Parsons.....	Ashtabula, "

James Miles	Miles' Grove, Pennsylvania.
Jerome W. Wetmore.....	Erie, "
Samuel J. Randall.....	Philadelphia, "
E. M. Gilbert.....	Utica, N. Y.
Charles P. Wood.....	Auburn, N. Y.

OFFICERS.

Amasa Stone, Jr.....	President, Cleveland.
M. L. Sykes, Jr.....	Vice President, Cleveland.
George B. Ely.....	Secretary and Treasurer, Cleveland.
Charles Collins.....	Engineer, "
Henry Nottingham.....	Superintendent, "
Nicholas Bartlett.....	Auditor, "
Joseph W. Cary.....	General Ticket Agent, "
Addison Hills.....	General Freight Agent, "

State of Ohio, County of Cuyahoga, ss.

Personally appeared A. Stone, Jr., President of the Cleveland, Painesville and Ashtabula Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

A. STONE, JR.,

Prest. C., P. and A. Railway Co.

Subscribed and sworn to before me this 18th day of October, A. D. 1867.

[SEAL.]

WM. CROWELL,

Notary Public.

CARROLLTON AND ONEIDA RAILROAD.

HISTORY.

This is a small strap iron railroad, running from Carrollton, Carroll county, in a north-westerly direction to Oneida, a distance of twelve miles, where it connects with the Cleveland and Pittsburgh Railroad.

The charter for this road was granted in 1850, the original name of the company being the Carroll County Railroad Company.

Work was commenced in 1851, and the road opened in 1854. It was the design of the company to continue the road, in due time, along the Carrollton Valley, which abounds in bituminous coal, and at the mouth of this Valley, at or near the town of Bowersville, a distance of $12\frac{1}{2}$ miles from Carrollton, and there to intersect the Steubenville and Indiana Railroad, thus giving the company $24\frac{1}{2}$ miles of railroad. Nearly \$100,000 was expended in building the road, and its traffic was so light as to scarcely pay expenses of operating; a considerable floating debt was created, and the road forced to a sale. The purchasers operated the road for several years, but deriving little or no income suffered it to run down. In February, 1866, in order to put it in good working condition, a new company was organized, called the *Carrollton and Oneida Railroad Company*, with a capital stock of \$20,000, admitting other parties as stockholders; and since the organization considerable has been done toward refitting and repairing the road, and it is now in a reasonably good condition. At present it is limited to a small local business.

There are six stations on the road for receiving passengers and freight, (the principal of which are its termini, Carrollton and Oneida,) one shop, and three water stations; and the following is the equipment:

One small engine;

One first-class passenger car;

Three freight cars.

The total number of persons employed in operating the road is twelve.

The exact financial condition of the company cannot be given, as data has not been furnished me.

R E P O R T

OF THE

CARROLLTON AND ONEIDA RAILWAY COMPANY.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS.

Capital stock estimated at about.....	\$93,000
Floating debt " "	3,000

CHARACTERISTICS OF THE ROAD.

The length of single main track, near.....	12 miles.
The aggregate length of sidings and other tracks not above enumerated..	085.1000

BRIDGES.

The number of bridges, aggregate length, and whether wood or iron ; distinguishing between track and branches ?

Five wooden bridges, with aggregate length of 250 feet.

The number and description of new bridges built (during the year ending June 30, 1867 ?)

“ Kentner,” wooden, 60 feet in length, built during the fall of 1866.

“ Baughman’s,” wooden, 60 feet in length, built during summer of 1867.

GRADES.

As to grades, I cannot state ; it is said one grade to be about 70 feet to the mile. This is guess work.

CURVATURE.

About one-half straight.

RATES.

The rates of fares for passengers, and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified,?

PASSENGERS.

Seventy-five (75) cents fares through, and in proportion as to distances as for way passengers.

FREIGHT.

Twelve (12) cents per one hundred pounds through ; way freights in proportion as per distance, etc. ; ten (10) cents per one hundred pounds through ; way freights in proportion.

Doings of the year ending June 30, 1867, in transportation, and number of miles run?

The number of tons of freight carried, 629.

AGGREGATE OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

Total receipts during the year.....	\$3,555 62.
-------------------------------------	-------------

PAYMENTS.

Payments during the year, as follows :	
Exp'ns of maintaining the road and real estate of the comp'y.	\$6,759 44
Expenses of repairs of machinery	300 00
For payments to all other sources.....	3,335 50
Total	10,397 94

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

DIRECTORS.

James Huston.....	Carrollton, Ohio.
H. A. Stidger.....	Carrollton, "
John Ebersole.....	Carrollton, "
S. Sterling.....	Carrollton, "
J. Hilfrich.....	Carrollton, "
C. A. Shober.....	Carrollton, "
W. Butler.....	Carrollton, "

OFFICERS.

H. A. Stidger.....	President and Superintendent.
J. Hilfrich.....	Vice President.
S. L. Sterling.....	Secretary.
J. P. Cunnings.....	Treasurer.
M. T. Wiggins.....	Engineer.
S. L. Sterling.....	Auditor.
J. Ebersole.....	Gen'l Ticket and Freight Ag't.

State of Ohio, County of Carroll, ss.

H. A. Stidger, as President of the Carrollton and Onedia Railroad Company, as per returns as made to him, and of and for said Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, (as per reports as made to him, to be) full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

H. A. STIDGER,

President.

Subscribed and sworn to before me this 22d day of October, A. D. 1867.

[SEAL.]

J. ULMAN,
Notary Public.

CINCINNATI AND INDIANA RAILROAD.

HISTORY.

This is a road only 20 5-10 miles in length, extending from the city of Cincinnati, in a westerly direction along the valley of the Ohio River, to the Indiana State line, where it connects with the Indianapolis and Cincinnati Railroad. Although the line is short it constitutes a link in a very important and extensive railway system in the State of Indiana, and opens up an extensive and valuable country to the trade and commerce of the largest city in our State.

The material at hand will not enable me to give even the names of all the roads in Indiana tributary to this. The identity even of the road is lost in the multitude of its feeders; and negotiations, I understand, are pending for still more extensive connections and combinations. Already the card of the company contains the following named roads: Indianapolis and Cincinnati, Lafayette and Indianapolis, Cincinnati and Martinville and W. W. Valley Railroads, *omitting entirely* the Cincinnati and Indiana R. R., which may well be regarded as the key to all the others. The importance of the line is still further obscured by being operated under a lease by the Indianapolis, Cincinnati and Lafayette Railroad Company, of whose organization no information has been furnished me.

The Cincinnati and Indiana Railroad Company was incorporated under the general railroad law of Ohio, by certificate signed April 4, 1861, and filed with the Secretary of State April 18, 1861, which fixes the amount of stock at \$500,000, and the points of termini "Cincinnati on the east, and a point on the boundary line between the States of Ohio and Indiana, in the southern part of the township of Whitewater, Hamilton county, on the west." Work was commenced on the road in December, 1862, and the road opened for traffic on the 13th of December, 1863. The road was perpetually leased to the Indianapolis, Cincinnati and Lafayette Railroad Company on the 1st day of May, 1866*, by the terms of which lease that company pays the interest on the bonds, and ten per cent. on the stock of the company.

The amount of original paid up capital stock was \$500,000, which has been since increased to \$2,000,000, and of funded debt \$2,000,000.

* The road was operated for a while under a contract for a lease previous to the execution of this lease.

There are fifteen stations on the road for receiving passengers and freight, the principal of which are Cincinnati ———.

The company has a fine engine house and shop, with large passenger and freight depots, in the City of Cincinnati, and three water stations on the road. The road is in good condition, track thoroughly ballasted and in good order.

The equipment is furnished and owned by the Indianapolis, Cincinnati and Lafayette Railroad Company.

REPORT

OF THE

CINCINNATI AND INDIANA RAILWAY COMPANY.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS.

The amount of capital stock paid in.....	\$500,000 00
The amount of capital stock unpaid.....	1,500,000 00
The present amount of funded debt.....	2,000,000 00

CHARACTERISTICS OF THE ROAD

The length of single main track in Ohio	20.5 miles.
The length of branches, stating whether they have single or double track ?	
Single	6.7 “
The aggregate length of sidings and other tracks not above enumerated.	4 “
The number of switches on the road, and how many are private ?	
Number on road	39
The number of road crossings	27
How many are provided with flagmen	2
How many are level (at grade), how many bridged, (also, how many under the track) ?	
Level.....	16
Bridged	11

RUNNING OF TRAINS, Etc.

The rate of speed adopted for express passenger trains, including stops	20 miles per hour.
The rate of speed actually attained by express passenger trains.....	25 “ “
The rate of speed adopted for mail and accommodation passenger trains, including stops	17 “ “
The rate of speed actually attained by mail and accommodation trains, including stops and detentions	20 “ “

BRIDGES.

The number of bridges, aggregate length, and whether wood or iron, distinguishing between main track and branches ?

The greatest age of bridges ?

The average age of bridges ?

	No. of bridges			Aggregate length in feet.	Greatest age of bridges. (Yrs.)	
	Wood.	Iron.	Total.		Wood.	Iron.
Main Line.....	2	----	2	847	4	----
Branches	1	----	1	200	4	----
Total	3	----	3	1,047	----	----

GRADES.

The maximum grade, with its length in main road, and also its branches?

The total rise and fall in main road, and also in branches?

	Main Line: Going West.		Harrison Branch: Going West.	
	Miles ascending.	Miles descending.	Miles ascending.	Miles descending.
Maximum grade, 74.....				
Level	17.3			
From level to 20 feet per mile...	1.0	1.1	5.8	
“ 20 to 40 “ “ .....	.4		.4	.5
“ 60 to 80 “ “ .....	.3	.4		
Total miles	19.0	1.5	6.2	.5
Total rise and fall	72 feet.		16 feet.	

CURVATURE.

The shortest radius of curvature, with length of curve in main road, and also in branches?

The total degrees of curvature in main road, and also in branches?

The total length of straight line in main road, and also in branches?

	Main Road.	Harrison Branch.
Number of miles of straight line	13.3	4.3
“ miles of curved line	7.2	2.4
“ miles of line curved with radius of 5730 feet or more	1.4	..
“ miles of line curved with radius of 2865 feet, or between 2865 and 5730 feet.....	2.4	.3
“ miles of line curved with radius of 1433 feet, or between 1433 and 2865 feet.....	1.6	.9
“ miles of line curved with radius of 955 feet, or between 955 and 1433 feet.....	1.2	.9
“ miles of line curved with radius of 574 feet, or between 574 and 955 feet.....	.4	.3
“ miles of line curved with radius of less than 574 feet .....	.2	..
Minimum radius of curvature, 522 feet in Cincinnati .....	..	859.62
Total degrees of curvature.....	880°	4030°

ESTIMATED VALUE OF ROAD AND EQUIPMENT.

The estimated value of the road-bed, including iron and bridges.....	\$860,000
The estimated value of its stations, buildings and fixtures.....	450,000
The estimated value of all its other property.....	1,250,000
Total.....	\$2,560,000

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

Adams, American, and Merchants Union Express Companies have contracts with the I. C. & L. Co.

FENCING.

Whole length of road unfenced on either side, and reason therefor?

But little fencing ; for most of the distance the road is along the turn-pike, and owners fronting on it object to fencing.

ACCIDENTS.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year?

Date.	Employees.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Nov. 20, 1866.....	1	-----	-----	-----	1	-----
Feb'y 19, 1867.....	-----	-----	-----	1	-----	1
“ 21, “	-----	-----	1	-----	1	-----
May 22, “	1	-----	-----	-----	1	-----
Totals	2	--	1	1	.3	1

The following is a statement of the date of each accident, the place where it occurred, the train, the cause, and the extent of the injury inflicted on each person, and the name of such person, as follows :

November 20, 1866.—James Dunn, a brakeman employed on a freight train, was killed while coupling cars in Cincinnati.

February 19, 1867.—Joseph Hoffman, walking on track near North Bend, in rain and wind storm with umbrella hoisted over him, was struck by engine of a freight train and injured.

February 21, 1867.—Jacob Habeile, walking on track near Anderson's Ferry, killed by passenger train. Habeile's hearing was imperfect.

May 22, 1867.—Lowell Wood, an engineer on a passenger train, was killed by his train colliding with Ohio and Mississippi train, bound west ; none others seriously injured.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

DIRECTORS.

D. T. Wright.....	Cincinnati, Ohio.
T. A. Morris.....	Indianapolis, Ind.
A. R. Forsyth.....	Greensburgh, “
Lewis Worthington.....	Cincinnati, Ohio.
H. C. Lord.....	“ “
J. C. Butler.....	“ “
W. W. Smith.....	“ “

OFFICERS.

H. C. Lord, President.....Cincinnati.
J. Chapman, Secretary“

State of Ohio, County of Hamilton, ss.

H. C. Lord, President of the Cincinnati and Indiana Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

H. C. LORD,
President.

Subscribed and sworn to, before me, this 25th day of November, A. D. 1867.

[SEAL.]

W. T. BOAZ, Notary Public.

DAYTON AND UNION RAILROAD.

HISTORY.

The charter of this road was granted February 26th, 1846, for the construction of a road "from Greenville, Darke county, Ohio, thence to any point on the Dayton and Western Railroad, or to any point on the Miami, or Miami Extension Canal;" the company to be governed by the same rules, regulations, etc., as the Dayton and Western Railroad Company. The original corporate name was *Greenville and Miami Railroad Company*. Several amendments were made to the charter; among others, one authorizing the company to extend its line from Greenville "westerly, to such point on the Indiana State line as said company might determine." Under this act, and other amendments, the road was built from Dayton to Union City, on the line between Ohio and Indiana, a distance of 47 miles, in a north-westerly direction from Dayton. Embarrassment and poverty followed the company, from its organization up to August, 1861, when a petition was filed for foreclosure of mortgages and sale of the road. During the pendency of these proceedings, arrangements were entered into for the sale and consolidation or capitalization of stock and debts, under the act of April 11th, 1861, by which \$349,050 of the stock and debt of the old company was sunk, the name of the company changed to "Dayton and Miami," new bonds and stock issued, and about 15 miles of the iron, from Dayton to Dodson's Station, was taken up and sold, and an arrangement made with the Dayton and Western Railroad Company for the use of its track for that distance, leaving only 32 miles of track now owned and operated by this company.

There are 13 stations on the road (including that portion of the road from Dodson to Dayton) for receiving passengers and freight, the principal of which are Dayton, Greenville and Union. There are two engine-houses and shops, and three water stations on the road, and the company reports the following equipment:

Engines	5
First class passenger cars.....	4
Baggage, mail and express cars.....	3
Freight cars	60

The number of persons employed in operating the road is 75.

The 32 miles of road, with equipment and other property, is now repre-

sented by \$542,327.25 of debt, and \$63,500 stock; making a cost of a fraction less than \$19,000 per mile.

The tonnage of the road being light, the iron is not very much worn, and the track is in fair condition. Only a portion of the road is ballasted; but with this finished, a few new ties, and some additional new iron, which are now being put on this season, the road will be in very good condition.

The road passes through a good country, and, with good crops, the local business afforded will more than maintain the property, and may, ultimately, pay a fair per centage on its present debt.

REPORT

OF THE

DAYTON AND UNION RAILWAY COMPANY.

PRESENT FINANCIAL CONDITION, AS REPRESENTED BY STOCK AND DEBTS.

The amount of capital stock paid and issued.....	\$63,500 00
The present amount of funded debt.....	527,444 88
The present amount of floating debt.....	14,882 37
Total.....	<u>\$544,327 25</u>

CHARACTERISTICS OF THE ROAD.

The length of single main track.....	31.780 miles.
The aggregate length of sidings and other tracks not above enumerated.....	1 mile.
The length of rail relaid, new, re-rolled or old?	
Re-rolled.....	6,000 feet.
The number of switches on the road, and how many are private?	
Number on road.....	24
The number of road crossings.....	42
How many are provided with flagmen.....	1
How many are level (at grade) and how many bridged? Also, how many under the track?	
Level.....	42
The number of wheels and axles in use in passenger trains, and how many renewed during the year, as follows:	

WHEELS.

Number in use.....	56
--------------------	----

AXLES.

Number in use.....	28
--------------------	----

RUNNING OF TRAINS, Etc.

	Miles per hour.
The rate of speed adopted for express passenger trains, including stops.....	20
The rate of speed actually attained by express passenger trains.....	20
The rate of speed adopted for mail and accommodation and mixed freight and passenger trains, including stops.....	14
The rate of speed actually attained by mail and accommodation and mixed trains, including stops and detentions.....	14

BRIDGES IN OHIO.

The number of bridges, aggregate length, and whether wood or iron, distinguishing between main track and branches?

The greatest age of bridges?

The average age of bridges?

One wooden bridge; length, 142 feet; five years old.

GRADES.

The maximum grade, with its length in main road, and also its branches?

The total rise and fall in main road, and also in branches?

	Main Line—Going West.	
	Miles ascending.	Miles descending.
Maximum grade, 49 feet.....	1 mile 20 feet.	.....
Level	1 mile 1220 feet.	.....
From level to 20 feet per mile	8 miles 4160 feet.	8 miles 2260 feet.
From 20 to 40 feet per mile.....	6 miles 1120 feet.	5 miles 4300 feet.
From 40 to 60 feet per mile, 42 feet .....	.....	1600 feet.
Total miles.....	17 miles 1240 feet.	14 miles 2380 feet.
Total rise and fall	Rise....499 feet.	Fall....441 feet.

CURVATURE.

The shortest radius of curvature, with length of curve in main road, and also in branches?

The total degrees of curvature in main road, and also in branches?

The total length of straight line in main road, and also in branches?

	Main Road.
Number of miles of straight line	23 miles 1010 feet.
“ “ curved “	3 miles 3110 feet.
“ “ line curved with radius of 5730 feet, or more.	3 miles 2660 feet.
“ “ “ “ 1433 “ be-	
tween 1433 and 2865 feet	450 feet.
Minimum radius of curvature	1695 feet.
Total degrees of curvature	106° 30'

ESTIMATED VALUE OF THE ROAD AND EQUIPMENT.

The estimated value of the road-bed including iron and bridges.....	\$131,200 00
The estimated value of its rolling stock.....	80,500 00
The estimated value of its stations, buildings and fixtures.....	6,000 00
The estimated value of all its other property	26,588 00
Total	\$244,288 00

RATES.

The rates of fares for passengers and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified ?

PASSENGERS.

First class, through, per mile.....	3½ cents.
First class, way, per mile.....	3½ "

FREIGHTS.

First class, through, per mile, per ton.....	10 cents.
First class, way, per mile, per ton.....	8½ "
Second class, through, per mile, per ton.....	9½ "
Second class, way, per mile, per ton.....	7½ "
Third class, through, per mile, per ton.....	8½ "
Third class, way, per mile, per ton.....	6½ "
Fourth class, through, per mile, per ton.....	5 "
Fourth class, way, per mile, per ton.....	3½ "

DOINGS OF THE YEAR (ENDING JUNE 30, 1867) IN TRANSPORTATION, AND
NUMBER OF MILES RUN.

The number of miles run by passenger trains, estimated.....	30,952
The number of miles run by freight trains ".....	31,200
The number of miles run by other trains ".....	18,000

EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers ?

Its monthly earnings for transportation of freight ?

Its monthly earnings from all other sources ?

Months.	Passengers.	Freight.	Mail and Express.	Miscellaneous.	Totals.
July, 1866.....	\$3,627 36	\$3,376 81	\$293 49	\$13 46	\$7,311 12
August, ".....	4,056 10	6,353 86	301 96	147 61	10,859 53
September, ".....	3,617 08	4,037 46	298 10	124 14	8,076 78
October, ".....	5,788 19	5,506 95	308 73	984 55	12,488 42
November, ".....	3,588 67	5,847 76	331 44	152 51	9,920 38
December, ".....	4,106 31	4,729 95	395 87	107 39	9,339 52
January, 1867.....	3,530 70	5,198 01	382 66	324 75	9,436 12
February, ".....	3,429 52	5,021 39	379 68	214 15	9,044 74
March, ".....	4,217 60	4,747 38	570 28	721 38	10,256 64
April, ".....	4,258 70	4,293 44	551 71	8 36	9,112 21
May, ".....	3,877 59	4,737 18	544 74	171 95	9,331 46
June, ".....	4,015 17	4,273 04	526 73	.....	8,814 94
Totals.....	\$48,112 99	\$58,123 23	\$4,885 39	\$2,870 25	\$113,991 86

EXPENSES OF MAINTAINING THE ROAD AND REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and road-way, excepting cost of iron	\$12,047 83
Cost of iron used in repairs	3,133 46
Cost of ties	2,602 05
Repairs of buildings	573 44
Repairs of bridges	1,243 16
Taxes on real estate	3,979 38
Total	23,579 32

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders	\$4,964 08
Repairs of passenger and baggage cars	3,375 52
Repairs of freight cars	5,800 12
Repairs of tools and machinery in shops	704 47
Incidental expenditures, oil, fuel, clerks, watchmen, etc., about shops	1,898 19
Total	16,742 38

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, etc	\$1,739 68
Agents and clerks	5,215 44
Labor, loading and unloading freight	859 07
Porters, watchmen and switch-tenders	598 29
Wood and water station attendance and repairs	1,804 61
Conductors, baggage and brakemen	4,506 54
Engineers, firemen and wipers	5,885 85
Fuel, cost and labor of preparing for use	9,524 85
Oil and waste for engines and tenders, oil and waste for freight cars, oil and waste for passenger and baggage cars	1,390 25
Loss and damage of goods and baggage	131 23
Damage to property, including damages by fire, and cattle killed on road ..	110 00
General superintendence	7,963 33
Contingencies	2,913 39
Rents	10,000 00
United States taxes	2,917 53
Total	55,560 06

AGGREGATE OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

Total receipts during the year	\$113,991 86
--------------------------------------	--------------

PAYMENTS.

Payments during the year as follows :	
Expenses of maintaining the road and real estate of the comp'y.	\$23,579 32
Expenses of repairs of machinery	16,742 38
Expenses of operating the road	55,560 06
For transportation expenses	1,500 05
For payment of interest	19,250 00
	116,631 81
Total amount of deficit	2,639 95

EXPRESS AND TRANSPORTATION COMPANIES.

What Express Companies run on your road, and on what terms?

Merchants' Union Express Company.

United States Express Company, 22 cents per 100 lbs. for all distances.

FENCING.

The whole length of road unfenced on either side, and the reason therefor?

Seven and three-quarter miles unfenced; most waste land.

No demand by property-holders on line of road has ever been made. The financial condition of the company has been such as to prevent them from making fences.

ANIMALS KILLED.

The number and kind of farm animals killed, and claim of damages therefor; amount paid and unpaid on said claims?

When killed.	Name of owner.	Kind of animals.	Amount claimed.	Amount paid.	Amount unpaid.
Oct. 20, 1866	Seton Shigh	1 cow .....	.....	\$45 00	.....
Feb. 11, 1867	A. T. Bodle	2 cows .....	.....	50 00	.....
Feb. 19, 1867	J. F. Branch	Cattle .....	.....	15 00	.....

No account of this kind has been kept by this company. In settling for cattle and stock we usually pay one-half value.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

DIRECTORS.

H. C. Stimson	New York City.
James McDaniel	Dayton, Ohio.
Jno. H. Achey	Dayton, Ohio.
George W. Rogers	Dayton, Ohio.
W. L. Darrow	Dayton, Ohio.
S. R. Stimson	Dayton, Ohio.
J. R. Knox	Greenville, Ohio.
D. Studabaker	Greenville, Ohio.
Alfred Kitchen	Jaysville, Ohio.

OFFICERS.

H. C. Stimson	President, New York City.
Jas. McDaniel	Vice President, Dayton, Ohio.
F. Sprague	Secretary, Dayton, Ohio.
Jno. H. Achey	Treasurer, Dayton, Ohio.
S. R. Stimson	Superintendent, Dayton, Ohio.
F. Sprague	Auditor, Dayton, Ohio.

State of Ohio, County of Montgomery, ss.:

S. R. Stimson, Superintendent of the Dayton and Union Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, on the 30th day June, A. D. 1867, according to the best of his knowledge and belief.

(Signed.)

S. R. STIMSON,

Supt. D. & W. Railway Company.

Subscribed and sworn to, before me this 16th day of September, A. D. 1867.

[SEAL.]

W. H. BELVILLE,

Notary Public, Montgomery County.

IRON RAILROAD.

HISTORY.

This is a road leading from the city of Ironton, Lawrence county, in a northerly direction to the south line of Jackson county, a distance of about twenty-eight miles, but now completed thirteen miles to Centre Station.

The company was chartered March 7, 1849. Work was commenced in May of the same year, and the road opened for traffic May, 1852. It was originally laid with strap rail or flat bar iron, a portion of which had been used on the Little Miami Railroad, but ten miles of the road from Ironton north, has since been re-laid with good "T" rail. On the three miles of the North end of the road, the strap rail is still used, but will soon give place to the "T" rail.

The road was projected and built by a few men having large iron ore and furnace interests along its line, nearly all the land through which the road was located, belonging at the time to the stockholders of the company. The road has been comparatively a private enterprise, but has proved of great public benefit in developing the coal and iron interests along its line, and to the city of Ironton. Although the road is only thirteen miles in length, nine blast furnaces of large capacity are located along its line and contribute to its traffic.

Most of the timber along the road has been used for charcoal; but the iron ore and coal are still abundant, the great bodies of them having scarcely been disturbed. It is said, coal in abundance and convenient, can be had suitable for smelting iron ore; and whenever a scarcity of timber renders it necessary this coal will be used for that purpose.

The stockholders of the company and many citizens are engaged in an effort to extend the road, as they are authorized by the charter to do, a distance of fifteen miles, to connect with the Portsmouth Branch of the Marietta and Cincinnati Railroad, which will give them a much desired and needed railway connection.

Up to January 1, 1853, there had been expended on the road, machinery and equipment, \$181,750. The company now reports \$188,371.48 of stock and debt, of which \$132,411.16 is paid up stock, and the balance, \$55,759.32 is debt, making the present cost of road and equipment a little over \$14,482.00 per mile.

There are seven stations on the road for receiving passengers and freight, all of which, except Ironton, are almost exclusively for the benefit of furnaces and those employed in them. The company has two engine houses and shops and two water stations on the road; and the following is the equipment:

Engines	3
Second class passenger cars.....	2
Freight cars (rated as 8 wheel oars).....	15
Freight cars (rated as 4 wheel cars).....	78
The total number of persons employed in operating the road is	48

There is one tunnel on the road, 1,050 feet in length, through solid sand-rock, requiring no arch and through which the road has quite a sharp curve.

The ten miles of road laid with "T" rail is in good condition, being well drained, thoroughly tied and ballasted with furnace cinder and ashes which answer the purpose very well. Although the country is rough and hilly, the large deposits of coal and iron ore must, at no distant day, render it very rich and populous.

REPORT

OF THE

IRON RAILROAD COMPANY.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS,

The amount of capital stock paid in.....	\$132,411 16
“ amount of capital stock unpaid.....	1,588 84
“ present amount of funded debt.....	35,000 00
“ present amount of floating debt.....	20,959 32
	189,959 32

CHARACTERISTICS OF THE ROAD

The length of single main track.....	13 miles.
The aggregate length of sidings and other tracks, not above enumerated, about 1 “	
The number of switches on the road, and how many are private:	
Number on road.....	6
The number of road crossings.....	7
How many are level (at grade), and how many bridged; (also how many under the track):	
Level.....	7
The number of wheels and axles in use in passenger trains, and how many renewed during the year, as follows:	
Wheels—number in use.....	456
Axles—number in use.....	228

RUNNING OF TRAINS, Etc.

All our trains are mixed, passenger and freight, and are run slow, say from 10 to 20 miles per hour.

BRIDGES.

Sixteen wooden bridges, and one iron bridge on main line.

ESTIMATED VALUE OF ROAD AND EQUIPMENT.

The estimated value of the road-bed, including iron and bridges.....	\$237,600 00
“ “ value of its rolling stock.....	50,000 00
“ “ value of its stations, buildings and fixtures.....	1,500 00
Total.....	289,100 00

RATES.

The rates of fares for passengers and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified ?

PASSENGERS.

Second class, through, per mile.....	3 84-100 cents*
“ “ way, per mile.....	4 17-100 “

FREIGHT.

First class, through, per mile, per ton.....	27 69-100 cents.
“ “ way, “ “	40 “
Second class, through, “ “	24 61-000 “
“ “ way, “ “	37 14-100 “
Third class, through, “ “	23 08-100 “
“ “ way, “ “	34 29-100 “
The number of tons of freight carried during the year.....	63,785

EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers ?

Its monthly earnings for transportation of freight ?

Its monthly earnings from all other sources ?

Months.	Passen- gers.	Freight.	Miscella- neous	Totals.
July, 1866.....	\$721 06	\$3,950 04	\$87 47	\$4,758 57
August, “	724 03	4,536 07	877 65	6,137 75
September, “	1,255 12	3,797 61	416 50	5,469 23
October, “	656 84	5,999 90	4 05	6,690 79
November, “	633 73	4,968 31	3,296 79	8,898 83
December, “	704 80	4,858 45	53 00	5,616 25
January, 1867	545 88	2,473 21	6 25	3,025 34
February, “	553 08	1,100 27	152 64	1,805 99
March, “	497 00	1,228 28	121 77	1,847 05
April, “	658 76	3 004 42	16 90	3,680 08
May, “	819 70	4,898 33	1,541 12	7,259 15
June, “	824 71	5,686 78	26 98	6,538 47
Totals.....	8,624 71	46,501 67	6,601 12	61,727 50

EXPENSES OF MAINTAINING THE ROAD, AND REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and roadway, excepting cost of iron.....	\$13,220 14
Cost of iron used in repairs.....	6,834 75
Cost of ties.....	4,091 80
Repairs of bridges.....	536 61
Taxes on real estate.....	1,595 72
Total.....	26,279 02

EXPENSES OF REPAIRS OF MACHINERY.

Wages paid in machine shop.....	\$6,197 97
Material purchased for car repairs.....	881 77
Material purchased for locomotive repairs.....	522 62
Total.....	7,602 37

EXPENSES OF OPERATING THE ROAD.

The whole of the above is kept in one account.....	\$16,897 18
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AGGREGATE OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

Total receipts during the year	\$61,727 50
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PAYMENTS.

Payments during the year, as follows :

Expenses of maintaining the road and real estate of the company	\$26,279 02	
Expenses of repairs of machinery	7,602 37	
Expenses of operating the road	16,897 18	
For payment of interest, on \$35,000 of bonded debt.....	2,450 00	
For dividends on stock — rate per cent. and amount.....	768 76	
For paym'ts to all other sources { being interest on floating debt.	768 76	
{ and U. S. Revenue.....	665 71	
		54,663 04
Total amount of surplus fund.....		7,064 46

FENCING.

The whole length of road unfenced on either side, and the reason therefor ?

None of it, because we have never paid any dividends.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

DIRECTORS.

John Peters	Ironton, Ohio.
John Ellison	" "
John Campbell	" "
William D. Kelley	" "
Cyrus Ellison	" "
Samuel W. Dempsey	" "

OFFICERS.

Cyrus Ellison	President,	Ironton, Ohio.
Samuel Richards	Secretary,	" "
George Williard	Treasurer,	" "
Perry Scott	Superintendent,	" "
Samuel Richards	Gen. Ticket Ag't	" "
Samuel Richards	Gen. Freight Ag't	" "

State of Ohio, County of Lawrence, ss.

Cyrus Ellison, President of the Iron Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 1st day of July, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

C. ELLISON,
President.

Subscribed and sworn to before me this 12th day of November, A. D. 1867.

GEO. B. WRIGHT,
Commissioner.

JUNCTION RAILROAD (CINCINNATI AND INDIANAPOLIS.)

HISTORY.

On the 15th day of February, 1848, a charter was granted by the State of Indiana for building a railroad from Rushville, Ind., through Connorsville, to the most eligible point on the line between the States of Ohio and Indiana; and with the sanction of the State of Ohio, to have the privilege of extending the line through Oxford to Hamilton, Ohio, to be called the "Junction Railroad Company." The sanction or charter was granted by the State of Ohio on the 8th day of March, 1849. On the 4th day of February, 1853, the "Ohio and Indianapolis Railroad Company" was organized under the general railroad law of Indiana, for building a railroad from Indianapolis to Rushville. And on the 20th of April, 1853, these two companies were consolidated under the name of the "Junction Railroad Company," thus forming a continuous line of road from Hamilton, Ohio, to the city of Indianapolis, Indiana, a distance of ninety-eight miles, twenty miles in Ohio and seventy-eight in Indiana. Work was commenced between Hamilton and Connorsville in March, 1853, and the line opened for traffic between Hamilton and Oxford in June, 1859. The line from Rushville to Indianapolis is not yet completed, but the work is being rapidly pushed forward, and the company expects to reach Indianapolis by January, 1868.

The amount thus far expended by the company, as represented by stock and debt, is \$3,452,003.83, of which \$1,852,003.83 is stock, and \$1,600,000.00 debt, making the cost of ninety-eight miles of road and equipment, thus far, a little over \$35,000.00 per mile.

There are eight stations on the road in Ohio, for receiving passengers and freight, the principal of which are Hamilton, Oxford and College Corner, the latter station being on the line between Ohio and Indiana. The company has one temporary shop in Ohio, and two water stations, and the following equipment:

Engines	5
First class passenger cars	4
Second class " "	2
Freight cars.....	174

And employ from 35 to 45 persons in operating the road in this State.

The road is in good working condition. The iron is but little worn, and with the addition of a little more ballast on a portion of the line, the road will be very complete. The line passes through an excellent country, and when complete will make a very direct and favorable route between the cities of Cincinnati and Indianapolis. The company has an arrangement with the Cincinnati, Hamilton and Dayton R. R. Co., for running its trains over the track of the latter from Hamilton to Cincinnati.

REPORT

OF THE

JUNCTION RAILROAD CO. (CIN. AND INDIANAPOLIS.)

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS.

The amount of capital stock paid in.....	\$1,852,003 83
The amount of capital stock unpaid.....	110,191 92
The present amount of funded debt.....	1,200,000 00
The present amount of floating debt.....	400,000 00

CHARACTERISTICS OF THE ROAD.

Total length of entire line and branches.....	69 miles.
The length of single main track in Ohio.....	20 "
The aggregate length of sidings and other tracks not above enumerated, in Ohio.....	2 "
The number of switches on the road, and how many are private:	
Number on road in Ohio.....	5
Number private, for construction work.....	2
How many level (at grade) and how many bridged, (also, how many under the track):	
Bridged, will be about 5 when the road is done.	
Under track.....	3

The number of wheels and axles in use in passenger trains, as follows:

WHEELS.	
Number in use	76
AXLES.	
Number in use	38

RUNNING OF TRAINS, ETC.

	Miles per hour.
The rate of speed adopted for express passenger trains, including stops	20
The rate of speed actually attained by express passenger trains.....	25
The rate of speed adopted for mail and accommodation passenger trains, including stops	18 to 20
The rate of speed actually attained by mail and accommodation trains, including stops and detentions.....	20 to 25

BRIDGES IN OHIO.

The number of bridges, aggregate length, and whether wood or iron, distinguishing between main track and branches?

The greatest age of bridges?

The average age of bridges?

Six wooden bridges on main line; aggregate length, 1,015 feet; greatest age, 10 years; average age, 4 years.

GRADES IN OHIO.

The maximum grade, with its length, in main road..... 65 feet per mile; 5.51 miles.
 The total rise and fall in main road..... *581.63 feet; 194.83 feet.

	Main line, north-west.	
	Miles ascending.	Miles descending.
Maximum grade, 65 feet per mile.		
Level	2.16	.....
From level to 20 feet per mile	0.54	2.90
“ 20 to 40 “	0.96	2.31
“ 40 to 60 “	2.24	1.83
“ 60 to 120 “	6.53	.....
Total miles.....	12.43	7 04
Total rise and fall	581 63 ft.	194.83 ft.

* From connection with C. H. and D. R. R. at Hamilton, to State line at College Corner.

CURVATURE IN OHIO.

The shortest radius of curvature, with length of curve, in main road, 1,207 (1,123 feet, near depot, Hamilton).

The total degrees of curvature in main road..... 404.39

The total length of straight line in main road..... 75,109 ft.

Number of miles of straight line in main road..... 14.22

“ “ curved line in main road..... 5.24

“ curves in main road..... 12

“ of miles of line curved, with radius of 5,730 feet, or more, in main road..... 1.60

“ of miles of line curved, with radius of 2,865 feet, or between 2,865 and 5,730 feet, in main road..... 3.30

“ of miles of line curved, with radius of 1,433 feet, or between 1,433 and 2,865 feet, in main road..... 0.13

“ of miles of line curved, with radius of 955 feet, or between 955 and 1,433 feet in main road..... 0.21

ESTIMATED VALUE OF ROAD AND EQUIPMENT, IN OHIO.

The estimated value of the road-bed, including iron and bridges..... \$100,000

The estimated value of its rolling stock..... 150,000

Total..... \$250,000

RATES.

The rates of fares for passengers and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified?

PASSENGERS.

First class, way, per mile..... 3 to 5 cents.

FREIGHT.

First class, way, per mile, per ton..... 10 cents.

Second class, way, per mile, per ton..... 8.4 “

Third class, way, per mile, per ton..... 6.6 “

Fourth class, way, per mile, per ton..... 5.6 “

Our business is almost entirely local, and will not change its character until we get the road finished to Indianapolis.

THE DOINGS OF THE YEAR (ENDING JUNE 30, 1867), IN TRANSPORTATION,
AND NUMBER OF MILES RUN.

The number of miles run by passenger trains	71,767
The number of miles run by freight trains	39,433
The number of miles run by other trains	10,437
The number of miles traveled by passengers, or number of passengers carried one mile	899,108

EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers ?

Its monthly earnings for transportation of freight ?

Its monthly earnings from all other sources ?

Months.	Passengers.	Freight.	Mail and Express.	Totals.
July, 1866	\$5,456 69	\$3,830 70	\$475 00	\$9,762 39
August, "	6,013 59	5,604 85	475 00	12,093 44
September, "	6,152 76	4,912 61	475 00	11,540 37
October, "	7,215 73	6,664 54	475 00	14,355 27
November, "	5,550 63	7,363 08	475 00	13,388 71
December, "	5,854 81	8,279 86	558 33	14,693 00
January, 1867	5,210 93	7,597 71	742 84	13,551 48
February, "	4,752 72	1,441 99	752 33	6,947 04
March, "	6,445 44	5,760 36	792 46	12,998 26
April, "	5,568 05	4,954 72	980 39	11,503 16
May, "	5,005 21	4,452 99	903 12	10,361 32
June, "	5,046 86	3,287 90	818 43	9,153 19
Totals	\$68,273 42	\$64,151 31	\$7,922 90	\$140,347 63

EXPENSE OF MAINTAINING THE ROAD AND REAL ESTATE OF THE
CORPORATION.

Repairs of road-bed and road-way, excepting cost of iron	\$16,990 14
Cost of ties	957 60
Repairs of bridges	3,443 07
Taxes on real estate	16,063 76
Total	\$37,454 57

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders	\$9,464 38
Repairs of passenger and baggage cars	1,076 10
Repairs of freight cars	2,204 95
Repairs of tools and machinery in shops	92 16
Incidental expenditures, oil, fuel, clerks, watchmen, etc., about shops	4,394 59
Total	\$17,232 18

EXPENSE OF OPERATING THE ROAD.

Office expenses, stationery, etc.	\$2,273 89
Agents and clerks	6,345 88
Wood and water station attendance	552 30
Conductors, baggage and brakemen, engineers and firemen	19,469 11
Fuel, cost and labor of preparing for use	20,790 23
Oil and waste for engines and tenders	2,050 82

Oil and waste for freight cars.....	\$353 55
Oil and waste for passenger and baggage cars.....	196 87
Loss and damage of goods and baggage.....	898 00
Damage to property, including damages by fire and cattle killed on road..	350 00
General superintendence	8,609 61
Contingencies	1,649 07
Total	<u>\$63,539 33</u>

AGGREGATE OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

Total receipts during the year.....	\$516,040 88
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PAYMENTS.

Payments during the year, as follows:

Expenses of maintaining the road and real estate of the Com- pany	\$37,454 57
Expenses of repairs of machinery.....	17,232 18
Expenses of operating the road.....	63,539 33
The payments of interest on bonds, notes and accounts.....	134,712 70
The payments to all other sources.....	263,102 10
	<u>\$516,040 88</u>

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

United States and Merchants' Union.

Terms with both are the same—\$250 per month for privilege of 1,000 pounds, and double first class rates for all excess.

FENCING.

The whole length of road unfenced on either side, and the reason therefor?

The unfenced road is on account of the incompleteness of the road, much of it being unfinished.

ANIMALS KILLED.

The number and kind of farm animals killed, and claim of damages therefor; amount paid and unpaid on said claims?

Kind of animals.	Number.	Amount claimed.	Amount paid.
Cow, April 25, 1866.....	1	-----	\$25 00
Cow, August 10, 1866.....	1	-----	-----
Hogs, November 19, 1866	some	-----	20 00
Horse, November 26, 1866.....	1	\$125 00	70 00
Horse, November 26, 1866.....	1	100 00	100 00
Calves, November 26, 1866.....	2	-----	10 00
Cow, November 27, 1866.....	1	-----	-----
Cow, February 7, 1867.....	1	-----	-----
Cow, March 8, 1867.....	1	-----	25 00
Sheep, March 28, 1867.....	3	-----	-----
Cow, April 26, 1867.....	1	-----	-----
Cow, May 25, 1867.....	1	125 00	60 00
Horse, May 31, 1867.....	1	80 00	40 00
Horses, June 7, 1867.....	3	-----	-----
Total	18	535 00	350 00

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

DIRECTORS.

J. M. Ridenour.....	College Corner, Ohio.
E. B. Martindale.....	Indianapolis, Indiana.
Jacob Beckner.....	Rushville, "
William Beckett.....	Hamilton, Ohio.
Lewis Worthington.....	Cincinnati, "
William Woods.....	" "
John W. Donahue.....	" "

OFFICERS.

J. M. Ridenour.....	President, (now India-
J. Leach.....	Secretary. napolis.)
George K. Trioler.....	Treasurer.
A. H. Campbell.....	Engineer.
J. H. Sheldon.....	Superintendent.

State of Indiana, County of Fayette, ss.

J. H. Sheldon, Superintendent of the Cincinnati and Indianapolis Junction Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 31st day of June, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

JAS. H. SHELDON,
Superintendent.

Subscribed and sworn to before me this fifth day of November, A. D. 1867.

[SEAL.]

GEO. W. GRIFFIN,
Notary Public.

LITTLE MIAMI AND COLUMBUS AND XENIA RAILROAD LINE.

HISTORY.

The Little Miami Railroad Company, whose line extends from Cincinnati by the way of Xenia, to Springfield, Clarke county, and the Columbus and Xenia Railroad Company, whose line extends from Columbus to Xenia, entered into a contract on the 1st of December, 1853, under which the lines are operated and worked by one Superintendent appointed by the Board of the Companies, and working expenses and earnings divided, all expenditures requiring the concurrent approval of the two Boards, or of the Standing Joint Committee.

The organization thus formed owns and operates, as a branch, the Dayton, Xenia and Belpre R. R., from Xenia to Dayton; and also operates, under lease, the Dayton and Western Railroad, from Dayton, Ohio, to Richmond, Indiana.

The following is a brief history of the organization, &c., of the several roads operated under the contract:

LITTLE MIAMI RAILROAD.

This is one of the oldest railroads in the State. The company was chartered March 11th, 1836, and authorized to build a railroad from Springfield, Clarke county, thence through Xenia and down the valley of the Little Miami and Ohio rivers, to the city of Cincinnati. Work was commenced on the road in 1837, but the company labored under difficulty and embarrassment, and the work of construction progressed slowly. During the time of construction, which occupied ten years or more, the projectors of the road found much additional legislation necessary to enable them to complete it, and many legislative enactments were made for their relief, extending time fixed in original charter for completion of road, authorizing company to borrow money, cities, towns and counties along the line to subscribe to capital stock, &c., &c. The road was completed and opened for traffic as follows: From Cincinnati to Milford in December 1842; to Xenia in August 1845, and to Springfield in August 1846, being laid with *strap* iron until about 1848, when it was relaid with "T" rail.

The road runs in a North-north-easterly direction from Cincinnati to Springfield, 84 980-5280 miles. It connects with the Marietta and Cin

cinnati Railroad at Loveland, the Cincinnati and Zanesville R. R. at Morrow, and the Dayton and Xenia (branch) and Columbus and Xenia railroads at Xenia.

There are twenty-seven stations on the road for receiving passengers and freight, the principal of which are Cincinnati, Loveland, Xenia and Springfield. The equipment is owned jointly with the C. & X. R. R. Co., and reported in joint report of the two companies.

The road is in excellent condition, well ballasted and tied, iron generally little worn, and repairs well kept up.

The present cost of road and equipment, as represented by stock and debt, is \$4,972,400 00, of which \$3,572,400 00 is stock and \$1,400,000 00 funded debt, making the cost per mile a little over \$59,195 00.

COLUMBUS AND XENIA RAILROAD.

This road extends from Columbus in a West south-west direction, to Xenia, where it connects with the Little Miami Railroad. The company was chartered March 12, 1844, and work was commenced on the road in November, 1847. The Company experienced considerable embarrassment, from the commencement to the completion of the road, during which time many amendments were made to the charter to aid in raising necessary funds, towns and counties being authorized to subscribe to the capital stock, company authorized to borrow money, &c., &c. The work progressed, however, and the road was completed and opened for traffic, from Columbus to Xenia, 54 69-100 miles, in February 1850.

The country through which the road passes is a well improved and populous portion of the State, and being extremely level renders the grade easy. The road is in very good condition, well ballasted and tied, iron little worn, roadway kept clean and repairs well kept up.

There are nine stations on the road for receiving passengers and freight, the principal of which are Columbus, London, South Charleston and Xenia.

The road connects with the Little Miami, and Dayton and Xenia railroads at Xenia, the Springfield and Columbus Railroad at London, and the following roads at Columbus: Cleveland, Columbus and Cincinnati; Central Ohio; Pittsburgh, Columbus and Cincinnati; and Columbus and Indianapolis Central.

The present cost of the road and equipment, as represented by stock and debt, is \$2,034,200, of which \$1,786,200 00 is stock, and \$248,000 00 funded debt, making cost per mile a fraction over \$37,670 00.

DAYTON, XENIA AND BELPRE RAILROAD.

The company for building this road was chartered February 19, 1851, the design of its projectors being to build a road from Dayton to Xenia,

and thence to intersect the Belpre and Cincinnati (now Marietta and Cincinnati) Railroad, at or near where the said road crosses Rattlesnake creek, in Highland county.

Work was commenced in 1852, and the road completed from Dayton to Xenia, 15 26-100 miles; and here the work of construction stopped, the road never having been extended further. The company was overtaken by financial embarrassment, and in February 1865, the road was sold on decree of foreclosure, the Little Miami and Columbus and Xenia R. R. companies being the purchasers, and paying therefor the sum of \$415,000 00, by which sale the capital stock, mortgage, and other debts of the D. X. & B. R. R. company, exceeding the amount of the purchase money, was sunk and lost. It is impossible to arrive at any estimate of the cost of the road, as no data is furnished.

It is now operated by its purchasers the L. M. & C., and X. R. R. companies as a branch of their roads. There are six stations on the road, the principal of which are Xenia and Dayton, at which last named place it connects with the Dayton and Western; Dayton and Union; Cincinnati, Hamilton and Dayton and Dayton and Michigan; Atlantic and Great Western, and Sandusky and Cincinnati railroads.

DAYTON AND WESTERN RAILROAD.

The Dayton and Western Railroad Company was chartered February 14th, 1846, to build a railroad from Dayton, Ohio, "thence by route to be selected, to any point on the State line between Ohio and Indiana." Work was commenced in July, 1848, and the road opened for traffic Oct. 11, 1853. The total amount expended in building and equipping the road up to April 1854, was \$1,087,779 11, being a little over \$25,898 per mile, for the 42 miles of road.

In January, 1865, the road was leased to the Little Miami and Columbus and Xenia Railroad Companies, for ninety-nine years, lease renewable forever, said company to pay an annual rental therefor of \$47,030, being the amount necessary to pay the interest on a new issue of 738 bonds of \$1,000 each, 275 of said bonds bearing seven *per cent.* interest and 463 bearing six *per cent.* Said \$738,000 of bonds being sufficient in amount to take up the old issues of the first, second and third mortgage bonds, and to pay all outstanding claims against the company. By this arrangement, \$309,276 65, the whole amount of capital stock paid in, of the D. & W. R. R. Co., was sunk.

The road runs East and West, from Dayton, Ohio, to Richmond, Indiana, a distance of 42 miles, 36 being in Ohio, and 6 miles in Indiana. It connects with the Chicago and Great Eastern, and the Columbus and Indianapolis Central railroads at Richmond, with the Dayton and Union R. R. at Dodson (said D. & U. R. R. using the track of this company from

that point to Dayton) and with the Dayton, Xenia and Belpre (branch of L. M. & C. & X. R. R.); the Cincinnati, Hamilton and Dayton, and Dayton and Michigan; the Atlantic and Great Western, and the Sandusky and Cincinnati Railroads at Dayton.

The road needs ballasting, and in some places the iron is considerably worn.

There are eleven stations on the road for receiving passengers and freight, the principal ones being its *termini*, Dayton and Richmond. There is one engine house and shop on the road, and three water stations. The equipment is furnished by the lessees and is included in their report.

These roads being operated under one Superintendency give to it 201 150-1000 miles of road, forming continuous lines from Columbus to Cincinnati and Richmond; and lying in the direct channel of communication between the Eastern and Western cities, the L. M. and C. & X R. R. line is one of the most important lines of railroad in the State. Its direct communication with the many other roads leading into Columbus, and forming as it does, a continuation of them further West, insures to it a fair proportion of their through West bound travel and traffic; and having also a good East bound through, as well as a good local business, it enjoys a healthy financial condition and is one of the *few paying lines* in the State.

The equipment for the entire line including Dayton, Xenia and Belpre, and Dayton & Western R. R. (excepting engine houses, shops and water stations of the latter), is reported by the L. M. & C. & X. R. R. companies, as follows:

Number of engine houses and shops on the line.....	11
Number of Water Stations.....	21
Engines	42
First class passenger cars.....	35
Second class and emigrant passenger cars.....	3
Baggage, mail and express cars.....	24
Freight cars.....	718
The total number of persons employed in operating the roads is.....	1130

REPORT

OF THE

LITTLE MIAMI RAILWAY COMPANY.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS.

The amount of capital stock paid in.....	\$3,572,400 00
The present amount of funded debt.....	1,400,000 00
Total.....	\$4,972,400 00

CHARACTERISTICS OF THE ROAD.

The length of single main track.....	84 980-5280 miles.
The length of double main track.....	27 "
The aggregate length of sidings and other tracks not above enumerated.....	17 73-100 "
The number of switches on the road, and how many are private ?)	
Number on road.....	54
The number of road crossings.....	78
How many are provided with flagmen.....	5
How many are level (at grade) and how many bridged (also, how many under the track ?	
Level.....	73
Bridged.....	2
Under track.....	3

BRIDGES.

Forty-five (45) wooden bridges on main line. Aggregate length in feet, 2,262 ; greatest age, 15 years ; average age, 9 years.

GRADES.

The maximum grade, with its length in main road and also its branches ?

The total rise and fall in main road, and also in branches ?

	Main line. Going north.	
	Miles ascending.	Miles descending.
Maximum	45 ft. per mile.	40 ft. per mile.
Level	17 940-5280	
From level to 20 feet per mile	34 2980-5280	13 260 5280
From 20 to 40 feet per mile.....	14 280-5280	2 4640-5280
From 40 to 60 feet per mile.....	2 2440 5280	
Total miles.....	68 1360-5280	15 4900-5280
Total rise and fall.....	768 feet.	212 feet.

CURVATURE.

The shortest radius of curvature, with length of curve in main road, and also in branches?

The total degrees of curvature in main road, and also in branches?

The total length of straight line in main road, and also in branches?

	Main road.
Number of miles of straight line.....	48 3160-5230
Number of miles of curved line	35 3100
Number of curves.....	112
Number of miles of line curved with radius of 5730 feet or more.....	14.4280
Number of miles of line curved with radius of 2865 feet or between 2865 and 5730 feet	19.2530
Number of miles of line curved with radius of 1433 feet or between 1433 and 2865 feet	1.376
Number of miles of line curved with radius of 955 feet or between 955 and 1433 feet.....	0.1200
Minimum radius of curvature	1,147
Total degrees of curvature.....	3,283°

For operations of the road see L. M. & C. & X., p. 217.

ESTIMATED VALUE OF ROAD AND EQUIPMENT.

The estimated value of the road-bed, including iron and bridges	\$1,413,630
The estimated value of its rolling stock	463,533
The estimated value of its stations, buildings, fixtures and real estate	368,125
The estimated value of all its other property	168,567
Total	\$2,413,855

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

DIRECTORS.

Larz Anderson.....	Cincinnati, Ohio.
W. H. Clement.....	Cincinnati, Ohio.
Alphonso Taft	Cincinnati, Ohio.
Chas. H Kilgour.....	Cincinnati, Ohio.
N. L. Anderson	Cincinnati, Ohio.
B. F. Strader.....	Cincinnati, Ohio.
E. W. Woodward	Cincinnati, Ohio.
J. N. Kinney.....	Cincinnati, Ohio.
John Bacon.....	Springfield, Ohio.
Abraham Hivling.....	Xenia, Ohio.
Joseph R. Swan.....	Columbus, O.

OFFICERS.

C. H. Kilgour	Vice President, Cincinnati.
N. L. Anderson.....	Secretary, Cincinnati.
S. E. Wright.....	Treasurer, Cincinnati.
L. S. Cotton.....	Engineer, Cincinnati.
John Durand.....	Superintendent, Cincinnati.
D. G. A Davenport.....	Auditor, Cincinnati.
W. L. O'Brien.....	Gen'l Ticket Agent, Cincinnati.
E. F. Fuller.....	Gen'l Freight Agent, Cincinnati.

State of Ohio, County of Hamilton, ss.

D. G. A. Davenport, Auditor of the Little Miami Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the first day of July, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

D. G. A. DAVENPORT,
Auditor.

Subscribed and sworn to before me this thirtieth day of October, A. D. 1867.

[SEAL.]

L. S. COTTON,
Notary Public.

REPORT

OF THE

COLUMBUS AND XENIA RAILWAY COMPANY.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBT.

The amount of capital stock paid in.....	\$1,786,200
The present amount of funded debt.....	248,000
Total	\$2,034,200

CHARACTERISTICS OF THE ROAD.

The length of single main track.....	54.69 miles.
The aggregate length of sidings and other tracks not above enumerated..	12.50 "
The number of switches on the road, and how many are private:	
Number on road.....	43
The number of road crossings.....	107
How many are provided with flagmen.....	2
How many are level (at grade) and how many bridged, (also how many under the track):	
Level.....	101
Bridged.....	3
Under track	3

BRIDGES.

Ten (10) wooden bridges on main line; aggregate length in feet, 1,323; greatest age, five (5) years; average age, 2.10 years.

The number and description of new bridges built (during the year ending June 30, 1867) ?

Specify each bridge.	Kind (giving distinguishing name.)	Whether wood or iron.	Length in feet.	When built.
Spring St., Columbus..	Howe Truss.....	Wood	157	May, 1867.
Little Darby	Howe Truss.....	Wood	130	August, 1837.

GRADES.

The maximum grade, with its length in main road and also its branches?
The total rise and fall in main road, and also in branches?

	Main Line going West.	
	Miles Ascending.	Miles Descending.
Maximum grade.....		46.40 feet.
Level	10.88	
From level to 20 feet per mile.....	16.47	
“ 20 “ 40 “ “ “	26.96	
“ 40 “ 60 “ “ “ .....	.38	
Total miles.....	54.69	

CURVATURE.

The shortest radius of curvature, with length of curve in main road, and also in branches?

The total degrees of curvature in main road, and also in branches?

The total length of straight line in main road, and also in branches?

	Main road.
Number of miles of straight line	51.479
Number of miles of curved line	3.218
Number of curves.....	11
Number of miles of line curved with radius of 5730 feet or more.....	2.963
Number of miles of line curved with radius of 1433 feet or between 1433 and 2865 feet .....	.255
Minimum radius of curvature	1300 ft.
Total degrees of curvature	206° 57'

For operations of the road, see L. M. & C. & X., on page 217.

ESTIMATED VALUE OF ROAD AND EQUIPMENT.

The estimated value of the road-bed, including iron and bridges.....	\$683,659 00
The estimated value of its rolling stock	231,766 00
The estimated value of its stations, buildings and fixtures, and real estate	182,244 00
The estimated value of all its other property.....	84,283 00
Total	\$1,181,952 00

FENCING.

The whole length of road unfenced on either side, and the reason therefor?

None unfenced.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

DIRECTORS.

J. R. Swan	Columbus, Ohio.
Wm. Dennison	Columbus, Ohio.
Lincoln Goodale	Columbus, Ohio.
D. W. Deshler	Columbus, Ohio.
H. C. Noble	Columbus, Ohio.
Robert Neil	Columbus, Ohio.
Geo. M. Parsons	Columbus, Ohio.
Wm. H. Clement	Cincinnati, Ohio.
Chas. H. Kilgour	Cincinnati, Ohio.
E. W. Woodward	Cincinnati, Ohio.
Abraham Hivling	Xenia, Ohio.
Simon Gebhart	Dayton, Ohio.

OFFICERS.

Joseph R. Swan.....	President, Columbus.
E. W. Woodward.....	Vice President, Cincinnati.
Cyrus Fay.....	Sec'y and Treasurer, Columbus.
John Durand.....	Superintendent, Cincinnati.
D. G. A. Davenport.....	Auditor, Cincinnati.
W. L. O'Brien.....	Gen. Ticket Agent, Cincinnati.
E. F. Fuller.....	Gen. Freight Ag't, Cincinnati.

State of Ohio, County of Franklin, ss.

Joseph R. Swan, President of the Columbus and Xenia Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

J. R. SWAN,
President C. & X.

Subscribed and sworn to before me this 31st day of October, A. D. 1867.

GEO. B. WRIGHT,
Commissioner.

REPORT

OF THE

DAYTON AND XENIA RAILWAY COMPANY.

CHARACTERISTICS OF THE ROAD.

The length of single main track.....	15 26-100 miles.
The aggregate length of sidings and other tracks not above enumerated.	1 23-100 "
The length of rail re-laid, new, re-rolled or old:	
Re-rolled	21-94
The number of switches on the road and how many are private:	
Number on road.....	9
The number of road crossings	32
How many at level (at grade) and how many bridged, (also how many under the track:)	
Level.....	31
Bridged	1

BRIDGES.

The number of bridges, aggregate length, and whether wood or iron, distinguishing between main track and branches?

The greatest age of bridges?

The average age of bridges?

Nine (9) wooden bridges on main line? Greatest age 7 years.

Average age of bridges? 4 33-100 years?

The number and description of new bridges built (during the year ending June 30, 1867.)

Specify each Bridge.	Kind. (Giving distinguishing name.)	Whether wood or iron.	Length in feet.
5	Howe Truss	Wood	535
11	Beam.....	Wood	535

GRADES.

The maximum grade, with its length in main road and also its branches?

The total rise and fall in main road, and also in branches?

	Main Line—Going West.	
	Miles ascending.	Miles descending.
Maximum grade	64.41 ft. per mile.	94.25 ft. per mile.
Level	31 miles.	
From level to 20 feet per mile	2.78	2.92 miles.
“ 20 “ 40 “ “	1.46	2.67 “
“ 40 “ 60 “ “	1.19	2.63 “
“ 60 “ 80 “ “	17	49 “
“ 80 “ 100 “ “		64 “
Total miles.....	5.91	9.35
Total rise and fall	144.65 feet.	328.50 feet.

CURVATURE.

The shortest radius of curvature, with length of curve in main road, and also in branches?

The total degrees of curvature in main road, and also in branches?

The total length of straight line in main road, and also in branches?

	Main road.
Number of miles of straight line	13.76
Number of miles of curved line	1.50
Number of miles of line curved, with radius of 2,865 feet, or between 2,865 and 5,730 feet.....	.2300-5280
Number of miles of line curved, with radius of 1,433 feet, or between 1,433 and 2,865 feet.....	.4400-5250
Number of miles of line curved, with radius of 955 feet, or between 955 and 1,433 feet.....	.900-5280
Minimum radius of curvature (feet).....	1200

ESTIMATED VALUE OF ROAD AND EQUIPMENT.

The estimated value of the road bed, including iron and bridges.....	\$156,500
The estimated value of the rolling stock	39,000
The estimated value of all its other property.....	4,500
	<u>\$200,000</u>

For operations of road see L. M. & C. & X., on page 217.

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

American Express Company—half fare for messengers and 150 per cent. of first class rates for freight.

FENCING.

The whole length of road unfenced on either side, and the reason therefor.

None unfenced.

State of Ohio, County of Franklin, ss.

Before me personally appeared Joseph R. Swan, President of Columbus and Xenia Railway Company, who being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the first day of July, A. D., 1867, according to the best of his knowledge and belief.

(Signed)

JOSEPH R. SWAN,

President.

Subscribed and sworn to, before me this 25th day of November, A. D., 1867.

[SEAL.]

R. PAGE,

Notary Public.

REPORT

OF THE

DAYTON AND WESTERN RAILWAY COMPANY.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS.

The amount of capital stock paid in.....	\$309,276 65
The present amount of funded debt	738,000 00
The present amount of floating debt	203 75
	\$1,047,480 40

CHARACTERISTICS OF THE ROAD.

The length of single main track.....	42	miles.
The aggregate length of sidings and other tracks not above enumerated.	2 841-1000	“
The length of rail re-laid, new, re-rolled or old :		
Re-rolled.....	53-94	“
The number of switches on the road, and how many are private:		
Number on road.	27	
The number of road crossings.....	83	
How many are provided with flagmen	4	
How many are level (at grade) and how many bridged; (also, how many under the track):		
Level.....	77	
Bridged	3	
Under track	3	

BRIDGES.

Nineteen (19) wooden bridges on main line; aggregate length in feet, 2231; greatest age, 5 years.

GRADES.

The maximum grade, with its length in main road and also in branches ?

The total rise and fall in main road, and also in branches ?

	Main Line: Going West.	
	Miles ascending.	Miles descending.
Maximum grade.....	56 34-100 ft. per mile.	52 64-100 ft. per mile.
Level	5.54	7.19
From level to 20 feet per mile	9.13	3.37
“ 20 “ 40 “ “ “	8.14	3.22
“ 40 “ 60 “ “ “	5.41	
Total miles	28.22	13.78
Total rise and fall	349 47-100 ft.	552 47-100 ft.

CURVATURE.

The shortest radius of curvature, with length of curve in main road, and also in branches ?

The total degrees of curvature in main road, and also in branches ?

The total length of straight line in main road, and also in branches ?

	Main Road.
Number of miles of straight line	35.796
“ “ curved “	6.204
“ curves	26
“ miles of line curved with radius of 5730 feet or more	1.875
“ miles of line curved with radius of 2865 feet or between 2865 and 5730 feet	1.022
“ miles of line curved with radius of 1433 feet or between 1433 and 2865 feet	2.617
“ miles of line curved with radius of 955 feet or between 955 and 1433 feet .....	.500
“ miles of line curved with radius of 574 feet or between 574 and 955 feet .....	.190
Minimum radius of curvature	600 feet.
Total degrees of curvature	664°

ESTIMATED VALUE OF ROAD AND EQUIPMENT.

Tax value in gross \$330,000

RATES.

The rates of fares for passengers and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified ?

PASSENGERS.

First class, through, per mile	2 $\frac{3}{8}$ to 3 $\frac{1}{8}$ cents.
First class, way, per mile	3 $\frac{1}{4}$ “
Second class, through, per mile	2 to 2 $\frac{1}{8}$ “
Third class, through, per mile	1 “

DOINGS OF THE YEAR (ENDING JUNE 30, 1867) IN TRANSPORTATION, AND NUMBER OF MILES RUN.

The number of miles run by passenger trains	187,981
The number of miles run by freight trains	557,049
The number of miles traveled by passengers, or number of passengers carried one mile	1,260,925
The number of tons of through freight carried	35,000
The number of tons of local freight carried	18,252

EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers ?

Its monthly earnings for transportation of freight ?

Its monthly earnings from all other sources ?

Months.	Passen- gers.	Freight.	Mail and Express.	Rents.	Totals.
July, 1866	\$4,487 77	\$5,156 71	\$386 59	\$666 67	\$10,697 74
August, "	4,875 90	7,319 44	391 36	666 67	13,253 37
September, "	4,235 57	9,872 41	381 82	666 66	15,156 46
October, "	7,952 26	9,362 99	391 86	666 67	18,373 28
November, "	4,543 53	9,948 92	386 59	666 67	15,545 71
December, "	4,149 21	4,456 77	506 59	666 66	9,779 22
January, 1867	3,700 53	3,224 33	590 73	666 67	8,182 26
February, "	3,139 97	7,441 25	584 20	666 67	11,832 09
March, "	4,493 65	6,911 08	611 01	666 66	12,682 40
April, "	5,023 80	5,202 80	523 43	666 67	11,416 70
May, "	4,814 39	4,846 15	624 41	666 67	10,951 62
June, "	3,952 57	4,387 31	597 61	666 66	9,604 15
Totals	55,369 15	78,130 16	5,975 70	8,000 00	147,475 01

EXPENSES OF MAINTAINING THE ROAD AND REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and road-way, excepting cost of iron	} \$43,792 75
Cost of iron used in repairs	
Cost of ties	
Repairs of buildings	
Repairs of fences and gates	
Repairs of bridges	

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders	\$7,222 20
Repairs of passenger and baggage cars, repairs of freight cars	11,095 89
Total	18,318 10

EXPENSES OF OPERATING THE ROAD.

Fuel, cost and labor of preparing for use	\$9,447 93
Loss and damage of goods and baggage	} 1,080 57
Damage for injury of persons	
Damage to property, including damage by fire and cattle killed on road	
General superintendence	5,511 35
All other expenses of operating the road	33,100 16
Total	49,140 01

AGGREGATE OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

Total receipts during the year	\$147,475 01
--------------------------------------	--------------

PAYMENTS.

Payments during the year, as follows:

Expenses of maintaining the road and real estate of the company.....	\$43,792 75	
Expenses of repairs of machinery.....	18,318 10	
Expenses of operating the road.....	49,140 01	
For lease of road*.....	52,530 00	
For payments to all other sources, taxes, State and National ..	5,576 61	
Total		169,657 47

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

American Express Company, \$4.77 per day.

Merchants' Union Express Company, \$8.63 per day.

FENCING.

The whole length of road unfenced on either side, and the reason therefor?

11 96-100 miles unfenced on right side of railroad; 11 81-100 miles unfenced on left side of same, the reason being delay for arranging with land owners.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

DIRECTORS.

Joseph R. Swan	Columbus, Ohio.
Wm. H. Clement	Morrow, Ohio.
Robert Bayard	New York City, N. Y.
Simon Gebhart	Dayton, Ohio.
Wm. F. Gebhart	Dayton, Ohio.
Geo. P. Gebhart.....	Dayton, Ohio.
Valentine Winters	Dayton, Ohio.
George H. Winters	Dayton, Ohio.
Reuben D. Winters.....	Dayton, Ohio.
Lewis B. Gunkel.....	Dayton, Ohio.
Jonathan Harshman	Dayton, Ohio.
George Harshman.....	Dayton, Ohio.
David C. Rench.....	Dayton, Ohio.

OFFICERS.

Valentine Winters	President, Dayton, Ohio.
Leonard Moore.....	Secretary, Dayton, Ohio.
Reuben D. Winters	Treasurer, Dayton, Ohio.

State of Ohio, County of Franklin, ss.:

Joseph R. Swan, President of the Columbus and Xenia Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 1st day of July, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

J. R. SWAN,
President C. & X. R. R.

Subscribed and sworn to, before me this 31st day of October, A. D. 1867.

[SEAL.]

GEO. B. WRIGHT,
Commissioner.

* The above item, "Lease of road, \$52,530.00," includes \$5,500.00, paid for lease of Richmond and Miami Road, extending from Western terminus of Dayton and Western Road to Richmond, Ind., as all the other earnings and expenses include the whole line from Dayton to Richmond, this \$5,500.00 is included here.

CONSOLIDATED REPORT

OF THE

LITTLE MIAMI AND COLUMBUS AND XENIA RAIL- WAY COMPANIES.

CHARACTERISTICS OF THE ROAD.

The length of rail re-laid, new, re-rolled, or old ?

Re-rolled 11½ miles.

The number of wheels and axles in use in passenger trains, and how many renewed during the year, as follows :

WHEELS.

Number in use.....	488
Renewed during year.....	389

AXLES.

Number in use.....	244
Number renewed during year.....	141

RUNNING OF TRAINS, Etc.

Miles per hour.

The rate of speed adopted for express passenger trains, including stops.....	30
The rate of speed actually attained by express passenger trains.....	32½
The rate of speed adopted for mail and accommodation passenger trains, including stops	24

RATES.

The rates of fares for passengers and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified ?

PASSENGERS.

First class, through, per mile.....	2½ to 3½ cents.
First class, way, per mile.....	3 to 3½ "
Second class, through per, mile.....	2 to 2½ "
Third class, through, per mile	1 "

DOINGS OF THE YEAR (ENDING JUNE 30, 1867.) IN TRANSPORTATION, AND NUMBER OF MILES RUN.

The number of miles run by passenger trains.....	2,511,037
The number of miles run by freight trains.....	6,171,105
The number of miles run by other trains.....	379,159
The number of miles traveled by passengers, or number of passengers carried one mile.....	22,226,591
The number of tons of through freight carried.....	210,899
The number of tons of local freight carried.....	184,866
Total movement of freight, or number of tons carried.....	395,765

EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers?

Its monthly earnings for transportation of freight?

Its monthly earnings from all other sources?

Months.	Passen- gers.	Freight.	Mail and Express.	Rents.	Miscella- neous.	Totals.
July, 1866.....	\$68,010 16	\$59,744 59	\$6,452 50	\$290 07	.....	\$134,497 32
August, ".....	65,994 40	82,967 89	8,089 07	232 07	.....	157,233 43
September, ".....	65,272 17	80,324 93	9,615 19	252 91	.....	155,465 20
October, ".....	72,035 09	90,543 41	13,593 05	318 72	.....	176,490 27
November, ".....	82,069 22	88,610 91	11,205 13	272 07	.....	182,157 33
December, ".....	54,197 04	84,166 87	13,022 20	191 66	.....	151,577 77
January, 1867.....	47,321 17	82,836 00	11,204 36	258 32	.....	141,619 85
February, ".....	49,941 43	71,051 89	10,845 71	261 07	.....	132,100 10
March, ".....	54,486 34	74,391 35	12,052 99	293 32	.....	141,224 00
April, ".....	59,021 49	65,127 40	11,594 32	297 31	.....	136,040 52
May, ".....	62,750 31	67,059 49	11,328 81	262 47	.....	141,401 08
June, ".....	62,371 12	63,672 95	9,721 17	166 67	.....	135,931 91
					*\$29,599 99	*29,599 99
Totals.....	743,469 94	910,497 68	128,724 50	3,096 66	29,599 99	1,815,368 77

* For the year.

EXPENSES OF MAINTAINING THE ROAD, AND REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and roadway, excepting cost of iron.....	\$149,940 68
Cost of iron used in repairs.....	55,490 21
Cost of ties.....	28,911 48
Repairs of buildings.....	40,032 43
Repairs of fences and gates.....	3,747 17
Repairs of bridges.....	12,662 35
Total.....	290,784 32

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$69,016 47
" of passenger and baggage cars.....	56,761 64
" of freight cars.....	86,919 17
" of tools and machinery in shops.....	3,605 79
Total.....	216,303 07

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.....	\$20,619 01
Passenger trains.....	43,821 06
Freight trains.....	40,809 03
Engineers and firemen, and water station attendance.....	100,143 13
Fuel, cost and labor of preparing for use.....	154,137 17
Oil and waste for engines and tenders; oil and waste for freight cars; oil and waste for passenger and baggage cars.....	47,529 47
Loss and damage of goods and baggage.....	8,170 91
Damage for injury of persons.....	5,329 85
Damage to property, including damages by fire and cattle killed on road...	4,040 05
General superintendence, including salaries of officers and their clerks.....	37,835 37
Contingencies, including legal expenses, insurance and gratuities.....	17,220 68
Expenses of operating telegraph.....	9,207 21
Transportation expenses, not included in any above.....	255,134 98
Total.....	743,997 92

AGGREGATE OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

Total receipts during the year..... \$1,815,388 77

PAYMENTS.

Payments during the year, as follows:

Expenses of maintaining the road and real estate of the company.....	\$290,784 32
Expenses of repairs of machinery.....	216,303 07
Expenses of operating the road.....	743,997 02
For payment of interest.....	95,386 54
For dividends on stock—rate per cent, and amount 8 per cent. and Government tax.....	406,063. 16
For taxes, State and National.....	78,836 66

Total..... 1,831,371 67

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

Adams Express Co. Between Columbus and Cincinnati, to and from Pittsburg. Terms, \$77.50 per day, for 4,000 lbs. per day, eastward, and 16,000 lbs. per day westward—any monthly excess over these amounts, either way, to be paid for in addition at the rate of 35½ cents per 100 lbs. Between Cincinnati and Morrow, to and from Cincinnati and Zanesville Railroad, terms, 18 cents per 100 lbs., and half fare for messenger.

American Express Company, and Merchants' Union Express Company, between Columbus and Cincinnati, to and from Cleveland. Terms, \$84.60 per day for 6,000 lbs. per day, eastward, and 14,000 lbs. per day westward, on one train each way; any monthly excess over these amounts either way, to be paid for in addition, at the rate of 35½ cents per 100 lbs. Express matter on other trains at the rate of 40 cents per 100 lbs.

What freight or transportation companies run on your road, and on what terms?

Union Line. Each car westward bound is to be estimated as containing 5,000 lbs. first-class freight, 4,250 lbs. second-class freight, 4,250 lbs. third-class, and 2,500 lbs. fourth-class; and each car eastward bound is to be estimated as containing 16,000 lbs. fourth-class, and the amount to be paid per car by the Union Line is the same produced on that amount of freight so classified, and at the proportion of the through rates between New York and Cincinnati, (as may be adopted and in current use from time to time), due to the line between Columbus and Cincinnati.

Merchants' Dispatch and Peoples' Dispatch, on such terms as are agreed on from time to time.

State of Ohio, County of Hamilton, ss.:

D. G. A. Davenport, Auditor of the Little Miami and Columbus and Xenia Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, on the 1st day of July, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

D. G. A. DAVENPORT,
Auditor.

Subscribed and sworn to, before me this thirtieth day of October, A. D. 1867.

L. S. COTTON,
Notary Public.

[SEAL.]

LAKE ERIE AND LOUISVILLE RAILROAD.

HISTORY.

The Lake Erie and Louisville Railroad Company was formed by the consolidation of the capital stock of the Lake Erie and Pacific R. R. Co., of Indiana, and the Fremont, Lima and Union R. R. Company, of Ohio.

The latter company, which built all the road now in operation, was organized April 25th, 1853, under the general railroad law of 1852, the original name being "Fremont and Indiana Railroad Company," for the purpose of building a railroad "from Fremont, Sandusky county, through the counties of Sandusky and Seneca; thence through the counties of Seneca and Hancock, to the town of Findlay, in said county of Hancock; thence through the counties of Hancock, Allen, Auglaize, Mercer and Darke, to the west line of the State of Ohio, in said county of Darke." Work was commenced in September, 1853, and the road opened for traffic from Fremont to Findlay, thirty-seven miles, in April, 1861. Embarrassment followed, and in December of same year the road was sold at judicial sale, on foreclosure of its first mortgage. The purchase was made by the holders of the bonds and debt, who afterward, in January, 1862, organized a new company, under the general railroad law of 1852, and passed the title by deed to the new company, under the name of the "Fremont, Lima and Union Railroad Company," for the consideration of \$1,000,000, and paid one half in stock and one-half in first mortgage bonds. About \$300,000 of the stock of the old company not held by the purchasers, was sunk. February 4th, 1865, the capital stock of this company, and that of the Lake Erie and Pacific R. R. Co., of Indiana, were consolidated, companies, as consolidated, taking the name of the "Lake Erie and Louisville Railroad Company."

Only thirty-seven miles of the road, from Fremont to Findlay, is now laid with iron, and further work on construction is, for the present, suspended, but hope is still entertained that the whole line to Union City, and thence West, will ultimately be built.

The track is in fair condition for an unballasted road, and as the iron is not much worn, is safe at the low rate of speed adopted by the company.

The general course of the line is south-west from Fremont. The road connects with the Cleveland and Toledo R. R., at Fremont, and has no

other connection. The country through which it passes is very good, and well improved.

There are nine stations on the road for receiving passengers and freight, the principal of which are Fremont, Fostoria and Findlay, two engine houses and shops, and three water stations. The company reports the following equipment:

Engines	3
First class passenger cars.....	2
Baggage, mail and express cars	1
Freight cars	25
Total number of persons employed in operating the road.....	48

There has been expended on the thirty-seven miles of road finished from Fremont to Findlay, \$1,073,700, making the cost a fraction over \$29,000 per mile.

REPORT

OF THE

LAKE ERIE AND LOUISVILLE RAILWAY COMPANY.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS.

The amount of capital stock paid in.....	\$1,211,700
The present amount of funded debt.....	500,000
The present amount of floating debt.....	12,000
	\$1,723,700

NOTE.—Interest on the funded debt is unpaid since January 1, 1863; \$450,000 of the above stock was paid in rights of way and grading on the Indiana portion of the road.

CHARACTERISTICS OF THE ROAD.

The total length of entire line and branches.....	175 miles.
The length of single main track in Ohio.....	37 "
The aggregate length of sidings and other tracks not above enumerated...	1 146-320 "
The number of switches on the road, and how many are private ?	
Number on road.....	18
The number of road crossings.....	66
How many are level (at grade), and how many bridged; (also, how many under the track ?	
Level—all level.	

The number of wheels and axles in use in passenger trains, and how many renewed during the year, as follows :

WHEELS.

Number in use.....	16
Renewed during year.....	6

AXLES.

Number in use.....	8
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RUNNING OF TRAINS, Etc.

The rate of speed adopted for express passenger trains, including stops ?

All trains are mixed and run at 15 miles per hour.

BRIDGES.

One wooden bridge, 140 feet in length, age one year.

GRADES.

Level.....	11.31 miles.
From level to 20 feet per mile.....	83.90 "
" 20 " 40 " " 	21.81 "
" 60 " 80 " " 	1 mile (track to elevators at river.)

NOTE.—These grades are for the whole line in Ohio, which includes the finished and unfinished portions of the road.

CURVATURE IN OHIO.

Number of miles of straight line.....	114½
“ “ curved “	2½

NOTE.—The shortest radius is 57.30 feet, and number of degrees of deflection 120 only; which, for all practical purposes, is equivalent to a perfectly straight line.

ESTIMATED VALUE OF ROAD AND EQUIPMENT.

NOTE.—The estimates of this road is not made on the basis of its cost solely, but to a large extent on its receipts, which, in its unfinished condition, is very small, and no statement was made to the Auditor of the separate items above stated, and we therefore adopt the estimate as it stands assessed for taxation for the year 1867—\$56,515.78.

RATES.

The rates of fares for passengers and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified?

PASSENGERS.

First class, through, per mile, coupon tickets to other roads.....	3 1-25 cents.
First class, way, per mile, local tickets through.....	4 “

FREIGHT.

First class, way, per mile per ton.....	8 cents.
Second class, way, per mile per ton.....	7 “
Third class, way, per mile per ton.....	6 “
Fourth class, way, per mile per ton.....	5 “

DOINGS OF THE YEAR (ENDING JUNE 30, 1867), IN TRANSPORTATION AND NUMBER OF MILES RUN.

The number of miles run by passenger trains, (all trains are mixed).....	25,900
The number of miles traveled by passengers, or number of passengers carried one mile	472,536

EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers?

Its monthly earnings for transportation of freight?

Its monthly earnings from all other sources?

Months.	Passenger.	Freight.	Mail and Express.	Miscellaneous.	Totals.
July, 1866.....	\$2,020 91	\$2,558 71	\$182 27	\$132 34	\$4,894 23
August, “	2,276 98	2,177 26	153 80	64 81	4,672 85
September, “	1,698 47	2,072 00	141 36	68 55	3,980 38
October, “	1,729 68	2,626 14	232 51	23 18	4,611 51
November, “	1,722 32	2,243 83	256 10	44 38	4,266 63
December, “	1,678 33	1,648 98	334 70	67 74	3,729 75
January, 1867.....	1,243 56	2,058 51	360 27	51 30	3,713 64
February, “	1,275 29	1,110 57	351 67	77 29	2,814 92
March, “	1,977 07	1,399 40	273 81	60 43	3,710 71
April, “	1,694 90	1,921 78	338 02	94 90	4,049 60
May, “	1,414 17	2,707 59	321 02	52 09	4,491 87
June, “	1,450 74	2,235 76	315 36	33 36	4,035 22
Totals.....	20,182 52	24,757 53	3,260 89	770 37	48,971 31

EXPENSES OF MAINTAINING THE ROAD AND REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and road-way, excepting cost of iron	\$10,323 33
Cost of ties	2,392 53
Repairs of buildings	205 95
Repairs of fences and gates	8 25
Repairs of bridges	247 39
Taxes on real estate	663 84
Total	\$13,530 79

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders	\$2,422 71
Repairs of passenger and baggage cars	1,003 26
Repairs of freight cars	1,918 03
Repairs of tools and machinery in shops	510 71
Total	\$5,854 71

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, etc	\$979 42
Agents and clerks	1,361 06
Labor—loading and unloading freight	2,903 57
Conductors, baggage and brakemen	1,196 35
Engineers and firemen, watchmen, &c	2,154 18
Fuel—cost and labor of preparing for use	1,797 42
Oil and waste for engines and tenders; oil and waste for freight cars; oil and waste for passenger and baggage cars	234 90
Damage to property, including damages by fire, and cattle killed on road	100 50
General superintendence	3,871 34
Contingencies	2,290 37
Total	\$16,939 06

AGGREGATE OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

Total receipts during the year	\$48,971 31
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PAYMENTS.

Payments during the year as follows:

Expenses of maintaining the road and real estate of the company	\$13,500 79
Expenses of repairs of machinery	5,854 71
Expenses of operating the road	16,939 06
For payment of interest	879 20
For payments to all other sources (\$6,000 of which for debts)	11,082 36
Total	\$48,286 14
Total amount of surplus fund	685 19

EXPRESS AND TRANSPORTATION COMPANIES.

What Express Companies run on your road, and on what terms?

United States and Merchants' Union, paying about double first class rates.

What freight or transportation companies run on your road, and on what terms?

Empire Line, on same terms as all other railroads.

FENCING.

The whole length of road unfenced, on either side, and the reason therefor?

North side, $8\frac{1}{4}$ miles; south side, $7\frac{1}{8}$ miles.

The embarrassed condition of the company is, in some cases, the reason, and in others there is a mutual agreement between the land owners and the company.

ANIMALS KILLED.

The number and kind of farm animals killed, and claim of damages therefor; amount paid and unpaid on said claims?

Six cattle.....Am't claimed—\$100 50. Am't paid—\$100 50

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

DIRECTORS.

L. Q. Rawson	Fremont, Ohio.
C. W. Foster	Fostoria, Ohio.
D. J. Corey	Findlay, Ohio.
S. Carlin	" "
Jas. Moore	Fremont, Ohio.
Wm. H. Moore	Milton, Indiana.
W. S. Ballenger	Cambridge City, Ind.
R. Scott	St. Mary's, Ohio.
R. W. B. McLillan	Fremont, Ohio.

OFFICERS.

L. Q. Rawson	President, Fremont, O.
C. W. Foster	Vice President, Fostoria, O.
R. W. B. McLillan	Secretary and Treasurer, Fremont, O.
S. Medbury	Engineer, Columbus, O.
L. Q. Rawson	Superintendent, Fremont, O.
R. W. B. McLillan	Auditor, Fremont, O.
R. W. B. McLillan	General Ticket Agent, Fremont, O.
B. Amselen	General Freight Agent, Fremont, O.

State of Ohio, County of Sandusky, ss.

L. Q. Rawson, President of the Lake Erie and Louisville Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

L. Q. RAWSON,
President.

Subscribed and sworn to before me this 21st day of October, A. D. 1867.

R. W. B. McLILLAN,
Notary Public.

MICHIGAN SOUTHERN AND NORTHERN INDIANA RAILROAD.

HISTORY.

The Michigan Southern and Northern Indiana Railroad is formed by the consolidation of the Michigan Southern Railroad, of Michigan, the Northern Indiana Railroad, of Ohio, the Northern Indiana, of Indiana (formerly the Buffalo and Mississippi Railroad), the Northern Indiana and Chicago Railroad, of Illinois, and the leased lines of the Erie and Kalamazoo, and Detroit, Monroe and Toledo Railroad Companies. The date of the consolidation was April 26th, 1855. The Erie and Kalamazoo Railroad, from Toledo to Adrian, Michigan, was permanently leased, May 25th, 1849, for a yearly rental, paid by the M. S. and N. I. R. R. Co. (\$30,000 per annum, since August, 1859), the latter having assumed the bonds, etc., of the first-named company. The Detroit, Monroe and Toledo Railroad, then unfinished, was leased, July 1, 1856, on condition that the M. S. and N. I. R. R. Co. should complete the road connecting Toledo with Detroit, assume the stock, bonds, and interest thereon. The M. S. and N. I. R. R. Co. now owns the entire amount of stock, excepting a few shares.

The Northern Indiana Railroad Company, whose road was the only one, lying wholly within this State, involved in the consolidation, was chartered, March 3d, 1851, for constructing a railroad from Toledo, to connect with the Northern Indiana (then Buffalo and Mississippi) Railroad, on the State line between Ohio and Indiana.

These several roads, under one corporate organization, though having only 87.8 miles of road in Ohio, constitute an important link in the railroads of the State, especially to all roads having their termini at Toledo. The company owns and operates 512.38 miles of railroad, running east and west, from Chicago to Toledo, and Chicago to Detroit, and north and south, from Toledo to Detroit and Toledo to Jackson.

The road, equipment, and other property of the company, is represented at \$19,762,040, of which \$10,601,200 is stock, and \$9,160,840 debt, or \$38,569 per mile.

The company has 21 stations in Ohio, for receiving passengers and freight; the principal of which are Toledo, Wauseon, Stryker, Bryan and Edgerton. There is one engine-house and shop at Toledo, and eight water

stations on the line in this State. There is one double arch tunnel on the road in this State, 142 feet in length, with one track through each arch.

The company reports the following equipment :

Engines	102
First class passenger cars.....	65
Second class passenger cars.....	15
Baggage, mail and express cars	25
Freight cars	1,553

The company employs 2,716 persons in operating the line, of which Ohio's proportion is about 530.

The Ohio portion of the road, which is the only part I have recently been over, is in excellent condition. There are good fences, cattle-guards and crossings on the line, the track is about as perfect as can be made, and the road-way is kept very clean and tidy, free from weeds, shrubbery, old ties, timber, etc. The machinery and rolling stock of the company are also in good condition, and, altogether, the road is not surpassed by more than one in the State.

REPORT

OF THE

MICHIGAN SOUTHERN AND NORTHERN INDIANA RAILWAY COMPANY.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS.

The amount of capital stock paid in	\$10,601,200
The present amount of floating debt.....	25,000
The present amount of funded debt.....	9,135,840
Total.....	\$19,762,040

CHARACTERISTICS OF THE ROAD.

The total length of entire line and branches	512.38 miles.
The length of single main track in Ohio	87.8 "
The length of double main track in Ohio	2.5 "
The aggregate length of sidings and other tracks, not above enumerated ..	12 68 "
The length of rail, re-laid, new and re-rolled, in year ending June 30, 1867, in Ohio:	
New.....	6 "
Re-rolled.....	6.5 "
The number of switches on the road, and how many are private:	
Number on road in Ohio	198
The number of road crossings in Ohio	104
How many are level (at grade) and how many bridged, (also how many under the track:)	
Level.....	92
Bridged	7
Under track	5
The number of wheels and axles in use in passenger trains, and how many renewed during the year, as follows:	

WHEELS.

Number in use	888
Renewed during the year.....	1,145

AXLES.

Number in use	444
Number renewed during the year.....	222

RUNNING OF TRAINS, Etc.

	Miles per hour.
The rate of speed adopted for express passenger trains, including stops.....	27
The rate of speed actually attained by express passenger trains.....	35
The rate of speed adopted for mail and accommodation passenger trains, including stops	23
The rate of speed actually attained by mail and accommodation trains, including stops and detentions	30

BRIDGES.

The number of bridges, aggregate length, and whether wood or iron; distinguishing between main track and branches ?

The greatest age of bridges ?

The average age of bridges ?

	No. of bridges.			Aggregate length in feet.	Greatest age of bridges. (Yrs.)		Average age of bridges. (Yrs.)	
	Wood.	Iron.	Total.		Wood.	Iron.	Wood.	Iron.
Main Line in Ohio	23	....	23	2,532	12	....	4	....

Temporary trestle works and open culverts are not included in above.

The number and description of new bridges built (during the year ending June 30, 1867) in Ohio ?

No new bridges built in Ohio, but all were more or less repaired, when necessary.

GRADES IN OHIO.

The maximum grade, with its length in main road, and also its branches? The total rise and fall in main road, and also in branches?

	Main Line (Erie & Kal-amazoo) going West from Toledo.		Air Line Branch, going West from Toledo.		D. M. & T. Branch, going North from Toledo.	
	Miles Ascending.	Miles Descending.	Miles Ascending.	Miles Descending.	Miles Ascending.	Miles Descending.
Maximum grade (feet per mile)	40	30	20	10	20	20
Level	4.47	.....	13.26	.....	1.4	.....
From level to 20 feet per mile.....	3.89	1.02	37.14	17.50	0.9	5.4
" 20 " 40 " "	2.27	.55	.....	.....	.....	.....
Total miles.....	10.63	1.57	50.40	17.50	2.3	5.4
Total rise and fall (feet)	120	30	417	150	15	43

CURVATURE IN OHIO.

The shortest radius of curvature, with length of curve in main road, and also in branches?

The total degrees of curvature in main road, and also in branches?

The total length of straight line in main road, and also in branches?

	Main Road. (E. & K.)	Branches.	
		Air Line Branch.	D. M. & T. Branch.
No. of miles of straight line.....	9.72	67.10	6.47
No. of miles of curved line	2.48	0.8	1.23
No. of curves	7	2	2
No. of miles of line curved with radius of 5730 feet or more.....	----	0.23	.20
No. of miles of line curved with radius of 2865 feet or between 2865 and 5730 feet.....	1.18	----	1.03
No. of miles of line curved with radius of 1433 feet or between 1433 and 2865 feet.....	1.30	0.57	----
Minimum radius of curvature (feet)	1800	1910	2865
Total degrees of curvature.....	255° 78'	103°	129° 3'

REMARKS.

The Main Line and Air Line roads are reckoned as starting from passenger house on island at Toledo, each line owning one track to Air Line Junction. Detroit, Monroe and Toledo R. R. commences at Air Line Junction.

ESTIMATED VALUE OF ROAD AND EQUIPMENT IN OHIO.

The estimated value of the road-bed, including iron and bridges.....	\$476,373 00
" " value of its rolling stock	135,856 00
" " value of its stations, buildings and fixtures	222,155 00
" " value of all its other property.....	3,158 00
Total.....	\$837,542 00

RATES.

The rates of fares for passengers and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified?

PASSENGERS.

First class, through, per mile.....	3 cents
" " way, per mile.....	3 "
Second class, through, per mile	2 "
" " way, per mile.....	2 "
Third class, through, per mile.....	1 "

FREIGHTS.

Rates vary too much to give.

DOINGS OF THE YEAR (ENDING JUNE 30, 1867) IN TRANSPORTATION AND NUMBER OF MILES RUN.

The number of miles run by passenger trains, on whole road.....	849,452
“ “ of miles run by freight trains, “ “ “	1,266,631
“ “ of miles run by other trains, “ “ “	238,898
“ “ of miles traveled by passengers, or number of passengers carried one mile.....	56,760,664
Total number of tons freight carried one mile.....	101,593,159

EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers ?

Its monthly earnings for transportation of freight ?

Its monthly earnings from all other sources ?

(WHOLE ROAD.)

Months.	Passengers	Freight.	Mail and Express.	Rents.	Miscellaneous.	Totals.
July, 1866.....	\$138,006.86	\$185,526.53	\$9,676.78	\$1,648.00	\$4,000.00	\$338,858.17
August, 1866	142,023.50	223,781.73	9,947.36	1,648.00	4,000.00	381,400.59
September, 1866..	168,382.09	243,181.72	11,964.98	1,648.00	4,000.00	429,176.79
October, 1866....	175,939.44	297,553.79	17,513.64	1,648.00	4,000.00	496,654.87
November, 1866..	146,944.06	255,472.15	21,481.84	1,648.00	4,000.00	429,546.05
December, 1866..	130,194.41	192,579.77	22,796.18	1,648.00	4,000.00	351,218.36
January, 1867....	103,582.87	179,255.56	17,370.62	1,648.00	4,000.00	305,857.05
February, 1867 ..	101,498.29	187,569.18	17,295.48	1,652.83	3,072.24	311,088.02
March, 1867	140,534.50	223,227.40	20,527.95	1,685.00	2,540.19	388,515.04
April, 1867	152,955.20	215,707.92	20,527.95	1,685.00	2,540.19	393,416.26
May, 1867	144,934.90	193,415.30	20,527.95	1,685.00	2,540.19	363,103.34
June, 1867	133,416.90	147,065.66	20,527.95	1,685.00	2,540.19	305,235.70
Totals	1,678,413.02	2,544,336.71	210,158.68	19,928.83	41,233.00	4,494,070.24

EXPENSES OF MAINTAINING THE ROAD, AND REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and road-way, excepting cost of iron, entire road.....	\$605,600 50
Cost of iron used in repairs, including joints.....	480,350 25
Repairs of buildings.....	57,120 60
“ of fences and gates.....	12,812 30
“ of bridges.....	34,116 22
Taxes on real estate, rolling stock, etc., etc. (including taxes in Ohio, \$18,162 59) entire road.....	82,505 43
Total.....	\$1,272,505 30

EXPENSE OF REPAIRS OF MACHINERY.

Repairs of engines and tenders, entire road	\$235,824 47
“ of passenger and baggage cars, } entire road.....	204,304 33
“ of freight cars, }	
“ of tools and machinery in shops, entire road.....	17,239 19
Total.....	\$457,367 99

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, and train and station supplies (entire road)...	\$ 27,009 10
Agents, clerks and station labor.....	335,320 89
Flagmen and patrol.....	20,621 32
Watchmen and switch-tenders	84,201 59
Water station attendance (supplying water).....	21,199 18

Conductors, baggage and brakemen	\$108,161	11
Engineers and firemen	142,280	19
Fuel, cost and labor of preparing for use	225,102	60
Oil and tallow	46,003	65
Waste and rags	6,925	38
Loss and damage of goods and baggage	18,725	86
Damage for injury of persons	20,904	08
Damage to property, including damage by fire and cattle killed on road..	4,276	96
General superintendence	52,925	31
	<hr/>	
Telegraph Operators	\$37,823	22
" Repairs and supplies	10,532	11
Gas-light account	6,421	03
Advertising, printing, &c.	26,401	37
Law expenses, and New York office	44,901	22
Insurance	12,325	13
Rents paid	9,190	90
Contingencies	45,643	26
	<hr/>	
	193,238	74
Total	\$1,306,895	96

AGGREGATE OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

Total receipts during the year	\$4,494,070	24
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PAYMENTS.

Payments during the year, as follows :

Expenses of maintaining the road and real estate of the company	\$1,272,505	30
Expenses of repairs of machinery	457,367	99
Expenses of operating the road	1,306,895	96
For payment of interest	650,221	50
For dividends on stock—rate per cent. and amount (10 per ct. on guaranteed stock)	87,820	75
For payments to all other sources, including taxes, rent of E. & K. R. R. and sinking fund	220,497	98
	<hr/>	
Total	3,995,309	48

Total amount of surplus for the year, all of which was applied to improvements on the road	\$493,760	76
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EXPRESS AND TRANSPORTATION COMPANIES.

What Express Companies run on your road, and on what terms ?

United States Express Co. ; Merchants Union Express Co. Both run on same terms, viz : \$150 per diem for the privilege, which covers 10,000 lbs. through and 500 lbs. way freight, daily. The excess of these amounts is paid for at the rate of \$1.05 per 100 lbs. for through, and 52½c. for way freight.

On the Detroit Branch, 34c. per one hundred lbs. is charged between Toledo and Detroit ; and between Toledo and Monroe 20 cents, and half fare passenger rates for messengers.

Similar rates on the Jackson Branch are charged.

What Freight or Transportation Companies run on your road, and on what terms ?

Red Line Transit Co. ; South Shore Freight Line : Between New York,

Boston and Chicago. The lines are both owned by the railroads over which they operate, and the profits belong to the railroads.

The Great Western Dispatch Co. pays a fixed rate per car (\$65.90), Westward bound; it has no Eastward bound freight.

FENCING.

The whole length of road unfenced on either side, and the reason therefor?

All fenced in Ohio.

ANIMALS KILLED.

The number and kind of farm animals killed, and claim of damages therefor; amount paid and unpaid on said claims?

Kind of Animals.	Number.	Amount claimed.	Amount paid.	Amount unpaid.
Yearling steers	2	\$ 40 00	.....	\$ 40 00
Mare	1	200 00	.....	200 00
Calf	1	10 00	.....	10 00
Horse	1	100 00	.....	100 00
Horse	1	100 00	.....	100 00
Steer	1	45 00	.....	45 00
Cow	1	50 00	.....	50 00
Sheep	7	No claim.	.....	.....
Horse	1	\$30 00	.....	30 00
Colt	1	33 50	\$33 50	.....
Cow	1	40 00	20 00	.....
Heifer	1	18 00	.....	18 00
Cow	1	30 00	.....	30 00
Sheep	3	9 00	9 00	.....
Colt	1	65 00	53 00	.....
Heifer	1	20 00	.....	20 00
Heifer	1	12 00	.....	12 00
Cow	1	25 00	.....	25 00
Heifer	1	15 00	.....	15 00
Steer	1	10 00	.....	10 00
Sheep (and six wounded)	7	39 00	.....	39 00
Horse	1	75 00	50 00	.....
Horse	1	150 00	150 00	.....
Totals	38	\$1116 50	\$315 50	\$744 00

ACCIDENTS IN OHIO.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year?

	Employees.		Total.	
	Killed.	Injured.	Killed.	Injured.
July 21, 1866 .....	.....	1	.....	1
April 19, 1867	1	.....	1	.....

The following is a statement of the date of each accident, the place where it occurred, the train, the cause, and the extent of the injury inflicted on each person, and the name of such person, as follows :

July 21st, 1866, Wallace McBride had his hand badly hurt while coupling cars in passenger yard at Toledo, Ohio, loosing one finger.

April 19, 1867, Abraham Gonsem was fatally injured by the explosion of an engine at Toledo. He died April 23d. Accident supposed to have been caused by an overpressure of steam.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

DIRECTORS.

Hon. John S. Barry.....	Constantine, Mich.
Philo Morehous	Elkhart, Ind.
Truman H. Hoag.....	Toledo, Ohio.
William Williams.....	Buffalo, N. Y.
Nelson Beardsley.....	Auburn, N. Y.
Henry Keep.....	New York City.
LeGrand Lockwood.....	New York City.
Albert Havermyer.....	New York City.
Danford N. Barney.....	New York City.
John P. Acker.....	New York City.
Jessie Hoyt.....	New York City.
Albert Keep.....	Chicago, Ill.
Elijah B. Phillips.....	Chicago, Ill.

OFFICERS.

E. B. Phillips	President, Chicago, Ill.
D. P. Bathydt.....	Secretary, New York.
LeGrand Lockwood	Treasurer, New York.
Charles Paine.....	Engineer, Chicago, Ill.
Charles F. Hatch.....	Superintendent, Chicago, Ill.
John J. Adam.....	Auditor, Chicago, Ill.
C. P. Leland.....	Gen'l Ticket Agent, Chicago, Ill.
Chas. M. Gray.....	Commercial Freight Ag't, Chicago, Ill.

State of Illinois, County of Cook, ss.

E. B. Phillips, President of the Michigan Southern and Northern Indiana Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true full and correct statement of the condition and affairs of said Company, on the thirtieth day of June, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

E. B. PHILLIPS,

President.

Subscribed and sworn to before me this eighth day of October, A. D. 1867.

[STAMP.]

HENRY PRATT,

Notary Public.

MARIETTA AND CINCINNATI RAILROAD.

HISTORY.

The original company was chartered March 8th, 1845, under the name of the *Belpre and Cincinnati Railroad Company*, and authorized to build a railroad from a point "opposite Parkersburgh, Va., or Harmar, in Washington county, as majority of the Commissioners determine; thence by most practicable route, up the Hocking Valley, by way of Athens and Chillicothe, to some point on the Little Miami Railroad between Plainville, Hamilton county, and the mouth of Obanon creek, in Clermont county." Subsequently amendments were made authorizing the company to make certain other towns, not named in charter, points on the road, authorizing towns and counties to subscribe stock, &c. An amendment of March 7th, 1850, authorized the company to "construct its road to any point so as to connect with any railroad or other improvement constructed to the Ohio river, on the Easterly side thereof, within the State of Virginia;" and another of Feb. 7, 1851 authorized the extension of the road to Cincinnati, with privilege of connecting with or crossing the Little Miami, or any other railroad. In March, 1851, the name of the company was changed to Marietta and Cincinnati R. R. Co., by legislative enactment, in an amendment to the charter of the *Franklin and Ohio River R. R. Co.* (granted March 12, 1845). This amendment authorized said Franklin and Ohio River R. R. Co. to construct its road from Marietta to a point on the Belpre and Cincinnati R. R., instead of to and from points named in original charter, and provided that said company might consolidate its stock with that of the Belpre and Cincinnati R. R. Co.; in which event the name of the latter company should be changed as above.

Work was commenced in the Spring of 1851, and the line opened for traffic from Harmar to Loveland, Clermont county, a distance of 173 miles, in 1857.

About twelve millions of dollars were expended upon the road prior to the commercial crisis of August 1857, at which time, failing to meet its engagements, the corporation became insolvent, with an unfinished road. Litigation ensuing the property was placed in the hands of a Receiver, and so remained, being operated by him during the period of litigation, which continued from the date of insolvency until the period of reorganization and the transfer to the new company. During this litigation a compromise was effected between the different classes in interest, providing for a

reduction and capitalization of the stock and debts of the company and for the purchase of the road and property, in the event of a decree for the sale thereof, by the Trustees, for the benefit of all the stockholders and creditors who should become parties to the agreement of compromise. A decree for the sale of the road and other mortgaged property was rendered on the 7th of January, 1860, and the sale made on the 25th of February, 1860, at which sale the Trustees appointed by the parties became purchasers; the sale was confirmed on the 2d day of May, 1860, and a deed made under order of the Court, by the Receiver, to the Trustees who operated the road until August 15, 1860, when they transferred the same to the reorganized company. This reorganization was completed on the first day of August, 1860, by the adoption of a share capital, amounting to \$8,000,000, which was distributed according to agreement of capitalization, and the election of a board of directors and other officers; and thereafter the company was known as the *Marietta and Cincinnati Railroad Company as Reorganized*. By this reorganization and sale about \$4,500,000 of the stock and debt of the old company was sunk.

In January, 1864, the company as reorganized commenced building the extension from Loveland to Cincinnati, a distance of 24 miles, and in Feb., 1866, the work was completed to a point six miles from Cincinnati; from this point a connection was made with the Cincinnati, Hamilton and Dayton Railroad. The company has now 190 8-10 miles of main line, extending from Harmar (Marietta) to the Junction with the C. H. & D. R. R.; and by the use of the track of the C. H. & D. Co. has a connection with the city of Cincinnati. Previous to the extension the company used the track of the Little Miami R. R. from Loveland to Cincinnati.

The road runs North of West from Cincinnati, and passes through a generally well improved portion of the State; for a distance of fifty miles at its Eastern end through a rich mineral district, abounding in iron ore, coal and salt, which must constantly add to its business.

In addition to the main line the company owns and operates the Union Railroad; the Hillsboro' Branch (formerly Hillsboro' & Cincinnati R. R.) and the Portsmouth Branch, (formerly Scioto and Hocking Valley R. R.)

THE UNION RAILROAD,

Extending from Scott's Landing, in Washington county, to Belpre, on the Marietta and Cincinnati Railroad, nine miles, was chartered September 13, 1858. Work was commenced in the fall of 1858, and the road completed in the spring of 1860. Soon after its completion it was bought by the Marietta and Cincinnati R. R. Company as reorganized, for \$127,000 and is now operated as a part of its road.

THE HILLSBORO BRANCH.

This is the road of the old Hillsboro and Cincinnati R. R. Co., which company was chartered March 2d, 1846. I have been unable to obtain any data relating to the history of this road, except that so much of the road as was built at that time was in 1861 transferred to the Marietta and Cincinnati Railroad Company, under an agreement made between the two companies. By this arrangement the M. & C. R. R. Co. acquired 37 miles of road, sixteen miles of which now constitutes a part of the main line, and the remaining twenty-one miles a branch from Blanchester to the town of Hillsboro, and is now known as the *Hillsboro Branch of the Marietta and Cincinnati Railroad*.

PORTSMOUTH BRANCH.

This was formerly a part of the road of the Scioto and Hocking Valley Railroad Company. The history of this corporation may be briefly given as follows :

The Scioto and Hocking Valley R. R. Co. was chartered February 20, 1849, with "power to construct a railroad from the town of Portsmouth, on the Ohio river, in the county of Scioto : thence on the East side of the Scioto river, through Piketon, in Pike county, and by way of Chillicothe, in Ross county, Circleville, in Pickaway county, and Lancaster, in Fairfield county—making Amanda, in Fairfield county, a point on said road between the last named places—to Newark, in Licking county." Subsequent legislation gave power to make some changes in the route, and the company finally adopted a line passing from Portsmouth, through Jackson, Hamden, McArthur, Logan and Somerset, to Newark.

The work of building the road between Portsmouth and Jackson, a distance of 44 miles, was placed under contract in January, 1851, and the road between these two points was opened for business in August, 1853. The cost of this section of the road, as stated in the report of May, 1856, was, exclusive of equipment, \$796,788.66. In February, 1853, the Company placed under contract the section of the road from Jackson to Newark, a distance of 91 miles. After the making of this contract, the Railroad Company issued its bonds for \$1,000,000, secured by a first mortgage on all the road, but subject to a mortgage for \$300,000 on that part of it between Portsmouth and Jackson. Subsequently, the Company ordered an issue of mortgage bonds for \$2,200,000, a part of which were to be applied to the withdrawal of the issue of \$1,000,000 previously authorized, and to the cancellation of the mortgage which secured them. This withdrawal was, to some extent, but not fully effected.

In December, 1855, that part of the road between Jackson and the Marietta and Cincinnati R. R., at Hamden Junction, twelve miles, was

opened for traffic, and that year the embarrassment of the contractors and the Company had become so great as to compel a suspension of the work, and no resumption of it has since taken place. On that part of the road between Jackson and Newark, work had been done to December, 1855, according to the estimate of the engineer of the Company, to the amount of \$780,604.03, with a result of twelve miles of road ready for use, forty-two miles graded, and thirty-seven miles well advanced.

The embarrassed condition of the Company brought on suits for foreclosure of mortgages, and in March, 1858, the road was placed in the hands of a receiver, by whom it was operated until May, 1864, when it was sold under a decree of the Court of Common Pleas for Perry county, Earl P. Mason, Isaac Hartshorn and Thomas J. Stead, trustees for the holders of the second mortgage bonds, becoming the purchasers, and paying therefor the sum of \$——, subject, however, to the \$300,000 secured on that part of the road lying between Portsmouth and Jackson; and on the 26th day of January, 1864, the Receiver conveyed the same to the purchasers. On the same day, the purchasers, at the judicial sale, conveyed to the Marietta and Cincinnati R. R. Co., as reorganized, so much of the road as extended from the track of the Cincinnati, Wilmington and Zanesville (now C. and Z.) Railroad, in Perry county, to Portsmouth, in Scioto county, for the consideration of \$500,000 in the first preferred stock of the Company, making this purchase, also, subject to said mortgage of \$300,000.

Since the purchase by the Marietta and Cincinnati R. R. Co., that part of the Scioto and Hocking Valley R. R., which was at the time of the purchase completed, to wit: Fifty six miles, extending from Hamden Junction to Portsmouth, has been operated by said Company as a branch of its main line, and it is now known as the "Portsmouth Branch of the Marietta and Cincinnati Railroad."

The course of the line is in a south-westerly direction from Hamden, passing through a well improved country, having a rich deposit of iron ore and stone-coal.

These roads being owned and operated by the Marietta and Cincinnati Railroad Company, as reorganized, give to it two hundred and seventy-six miles of road, which stands represented by stock and debt of the Company at \$19,094,702.30, (of which \$14,256,253.42 is stock, \$4,188,385.27 funded debt, and \$650,063.61 floating debt), or a fraction over \$69,183 per mile.

There are, on the road and branches, eighty stations for receiving passengers and freight, ten engine houses and shops, and twenty water stations. The principal stations are Cincinnati, Loveland, Chillicothe and Marietta, on the main line, Hillsboro, on the Hillsboro Branch, and Portsmouth, on the Portsmouth Branch.

The Company reports the following equipment:

Engines (not all in running order)	52
First class passenger cars	21
Baggage, mail and Express cars	13
Freight cars (rated as eight wheel cars) about	530
Freight cars (rated as four wheel cars) about	50
Number of persons employed in operating entire line, including branches	1262

About half of the road needs ballasting, and the iron is considerably worn, a large portion of it having been down ever since the road was built.

The condition of the road is such that it cannot be put in first-rate order at once, without a large expenditure. Its traffic is large and constantly increasing, but unless more is applied to repairing and rebuilding, the road and stock must necessarily run down.

The iron on the Portsmouth Branch is in a fair condition, but the track needs ballasting.

The machinery and rolling stock are well maintained, considering the rough condition of the track.

The bridges on the main line are, almost without exception, in good condition. Nearly all the old trestles have given place to earth-work and the few still standing are apparently safe.

16—COM. RAILROADS.

R E P O R T

OF THE

MARIETTA AND CINCINNATI RAILWAY COMPANY.

PRESENT FINANCIAL CONDITION, AS REPRESENTED BY STOCK AND DEBTS

The amount of capital stock paid in	\$14,256,253 42
The present amount of funded debt.....	4,188,385 27
The present amount of floating debt.....	650,063 61
Total.....	<u>\$19,094,702 30</u>

CHARACTERISTICS OF THE ROAD.

The length of single main track between Cincinnati, Hamilton and Dayton Railroad Junction, and Harmer.....	190 8-10 miles.
The length of branches, stating whether they have single or double track?	
Single—Hillsboro' branch, 21 miles; Portsmouth branch, 56 miles; Union Railroad, 9 miles	86 miles.
The aggregate length of sidings and other tracks not above enumerated on main line, about	22 "
The length of rail re laid, new, re-rolled or old:	
Re-rolled—about.....	25 "
The number of switches on the road, and how many are private?	
Number on road, not including branches.....	155
The number of road crossings on main line.....	207
How many are level (at grade) and how many bridged? Also, how many under the track?	
Level.....	159
Bridged.....	13
Under track	35
The number of wheels and axles in use in passenger trains, and how many renewed during the year, as follows:	

WHEELS.

Number in use.....	272
Renewed during year	117

AXLES.

Number in use.....	136
Number renewed during year.....	72

RUNNING OF TRAINS, Etc.

	Miles per hour.
The rate of speed adopted for express passenger trains, including stops.....	20
The rate of speed actually attained by express passenger trains, about.....	25
The rate of speed adopted for mail and accommodation passenger trains, including stops.....	20
The rate of speed actually attained by mail and accommodation trains, including stops and detentions, about.....	20

BRIDGES.

Fifty wooden bridges on main line; aggregate length in feet, 7,237; greatest age, ten years; average age, five years.

The number and description of new bridges built during the year ending June 30, 1867?

One Howe Truss bridge, wood, over Hocking river, 235 feet in length; built December, 1866.

The maximum grade, with its length in main road and also its branches?

The total rise and fall in main road, and also in branches?

	Main line going east.	
	Miles ascending.	Miles descending.
Level	35.15	.....
From level to 20 feet per mile.....	23.22	21 56
From 20 to 40 feet per mile.....	17.88	22.99
From 40 to 60 feet per mile.....	36.81	25.00
From 60 to 80 feet per mile.....	0.87	4.52
From 80 to 100 feet per mile.....	0.32	1.71
From 100 to 120 feet per mile.....	0.64	0.13

NOTE.—The profile-notes of branches have been lost or mislaid. The maximum grade adopted for the main line, when completed, is 52 8-10 feet per mile, and it is designed to reduce all grades, in excess of that, to the adopted maximum of 52 8-10 feet per mile. It is impossible to give a full or satisfactory table of curvature.

ESTIMATED VALUE OF ROAD AND EQUIPMENT FOR TAXATION IN 1867.

The estimated value of the road-bed, including iron and bridges.....	\$1,110,280 00
The estimated value of its rolling stock.....	655,537 50
The estimated value of its stations, buildings and fixtures.....	46,737 50
Total	\$1,812,555 00

RATES.

The rates of fares for passengers and and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified?

PASSENGERS.

First class, through, per mile.....	3 41-100 cents.
First class, way, per mile.....	Various.
Second-class, through, per mile.....	2 56-100 cents.

FREIGHT.

In no case more than the published rates are collected.

DOINGS OF THE YEAR (ENDING JUNE 30, 1867) IN TRANSPORTATION AND NUMBER OF MILES RUN.

The number of miles run by passenger trains	454,350
The number of miles run by freight trains.....	384,840
The number of miles run by other trains	163,310
The number of tons of through freight carried.....	26,054
The number of tons of local freight carried.....	263,793
Total movement of freight, or number of tons carried	289,847

EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers ?

Its monthly earnings for transportation of freight ?

Its monthly earnings from all other sources ?

Months.	Passen- gers.	Freight.	Mail and Express.	Totals.
July, 1866.....	\$32,794 32	\$58,562 94	\$6,685 52	\$98,042 78
August, ".....	37,142 51	61,994 70	7,785 89	106,923 10
September, ".....	35,379 35	60,975 39	8,510 85	104,865 59
October, ".....	39,504 02	69 170 32	4,829 58	113,503 92
November, ".....	36,467 07	71,636 06	7,021 12	115,124 25
December, ".....	34,829 25	80,292 03	8,679 05	123,800 33
January, 1867.....	34,296 37	55,524 48	5,755 07	95,575 92
February, ".....	24,818 20	47,938 40	5,333 35	78,089 95
March, ".....	31 233 54	48,604 85	6,087 96	85,926 35
April, ".....	31,673 11	54,937 86	6,704 40	93,315 37
May, ".....	29,127 28	56,071 46	6,200 47	91,399 21
June, ".....	30,339 64	60,694 14	6,034 13	97,067 91
Totals.....	397,604 66	726,402 63	79,627 39	1,203,634 68

EXPENSES OF MAINTAINING THE ROAD, AND REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and road-way, excepting cost of iron	\$126,748 26
Cost of iron used in repairs	10,472 16
Cost of ties	26,332 75
Repairs of buildings.....	19,363 42
Repairs of bridges.....	11,984 00
Taxes on real estate, paid in fiscal year ending Dec. 31, 1866	62,425 36
Rents of stations and grounds	3,252 57
	<hr/> 260,578 52

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$84,344 30
Repairs of passenger and baggage cars	35,050 92
Repairs of freight cars	72,271 44
Repairs of tools and machinery in shops.....	10,067 20
Repairs of construction cars	956 70
	<hr/> 202,690 56

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, etc	}	\$75,831 85
Agents and clerks		
Conductors, baggage and brakemen.....		64,810 75
Engineers and firemen		88,173 92
Fuel, cost and labor of preparing for use		50,669 84
Oil and waste for engines and tenders		11,351 23
Loss and damage of goods and baggage		13,839 82
Damage for injury of persons		3,673 50
Damage to property, including damages by fire and cattle killed on road ..		4,079 36
General superintendence		44,230 05
Contingencies		78,983 33
Transfer at Ohio river.....		52,451 00
Advertising, printing and stationery.....		8,708 06
Use of C. H. & D., and C. & I. R. R. Co's tracks.....		30,300 00
Running expenses of trains, including supplies, light, care of cars, etc		22,213 75
Total.....		<hr/> \$548,956 46

AGGREGATE OF RECEIPTS AND EXPENDITURES

RECEIPTS.

Total receipts during the year.....\$1,203,634 68

PAYMENTS.

Payments during the year, as follows :

Expenses of maintaining the road, and real estate of the company	\$260,578 52
Expenses of repairs of machinery	202,690 56
Expenses of operating the road	} 548,956 46
For transportation expenses	
For payment of interest	315,917 00
Total	1,328,142 54

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms ?

Harnden Express Company. The express company pays to the railroad company one-half of the gross receipts, for freight on articles carried on the road.

FENCING.

The whole length of road unfenced, on either side, and the reason therefor ?

It is estimated that about one-fourth of the entire road is not fenced. The reason why the railroad company has not fenced more of its road, is found in the inability of the company to meet the expense.

ANIMALS KILLED.

The number and kind of farm animals killed, and claim of damages therefor ; amount paid and unpaid on said claims ?

No register has been kept of animals killed, or of applications for damages therefor. The amount of damages paid in year ending in June 30, 1867, is as stated elsewhere, \$4,079.36.

ACCIDENTS.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year ?

No register kept. In the year ending June 30, 1867, it is believed no accidents occurred which resulted in injury to any passenger.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

DIRECTORS.

Legrand Lockwood.....	New York.
Samuel B. Keys.....	Cincinnati, Ohio.
Noah L. Wilson, (deceased).....	New York.
John Madeira.....	Chillicothe, Ohio.
Daniel A. Schutte	Chillicothe, Ohio.

M. Scott Cook.....	Chillicothe, Ohio.
William P. Cutler.....	Constitution, Ohio
Douglass Putnam.....	Harmar, Ohio.
Francis J. Haseltine.....	Zaleski, Ohio.
E. H. Moore.....	Athens, Ohio.
Jacob Hyer.....	Greenfield, Ohio.

Three vacancies exist in the board of directors, one of which was occasioned by the death of Noah L. Wilson, Esq.

OFFICERS.

Wm. P. Cutler.....	Vice-President and General Superintendent.
Wm. E. Watson.....	Secretary.
John Madeira.....	Treasurer.
John Waddle.....	Engineer.
Wm. W. Peabody.....	Master of Transportation.
Wm. E. Watson.....	Auditor.
Charles F. Low.....	General Ticket Agent.
Asa B. Waters.....	General Freight Agent.

State of Ohio, County of Ross, ss.

William P. Cutler, Vice-President and General Superintendent of the Marietta and Cincinnati Railroad Company, as re-organized, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 1st day of July, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

WM. P. CUTLER,
Vice-President.

Subscribed and sworn to before me this 8th day of November, A. D. 1867.

AMOS SMITH,
Notary Public.

OHIO AND MISSISSIPPI RAILROAD.

HISTORY.

This is a continuous line of railway, of six foot gauge, from Cincinnati to St. Louis, 340 miles in length, built under charters granted by Ohio, Indiana and Illinois, the three States through which it passes.

The original charter was granted by the State of Indiana, February 14th, 1848, for building a railroad "on the most direct and practicable route between Lawrenceburgh, on the Ohio river, and Vincennes, on the Wabash river, and to extend, eastwardly, from Lawrenceburgh to the city of Cincinnati, in the State of Ohio, and westwardly, on the most direct and practicable route, through the State of Illinois, to the city of St. Louis, in the State of Missouri." By an amendment to this charter, January 15th, 1849, counties through which the road was located, were authorized to subscribe stock, etc.; and by amendments, February 13th, 1851, the company was authorized to borrow money; amendments providing also, that on their acceptance by the company, the charters or enactments of the States of Ohio and Illinois should become a part of the original act of incorporation.

On the 15th of March, 1849, the Legislature of Ohio passed "An act to aid the Ohio and Mississippi Railroad Company," providing that the "corporate powers granted said company by the State of Indiana be recognized by this State, and the company authorized to construct so much of the road as lies within the State, with the same power conferred upon railroads by general law of this State (of 1848), to obtain right of way and materials for same," etc.; and providing also, that the city council of Cincinnati might, under certain conditions, subscribe to capital stock of said company, not exceeding one million dollars. On the 24th of January, 1851, an amendment was passed explanatory of the act above named.

February 12, 1851, the Legislature of Illinois granted a charter to a company for the road from Illinoistown (its terminus opposite St. Louis), on the Mississippi river, to the east line of the State, in the direction of the city of Vincennes, in the State of Indiana.

Under these several acts the road was located and built, and in (the month of April) 1857, the whole line was open for traffic to Vincennes.

Only 19 miles of the road lies in this State, but this constitutes an important part of the line, by reason of the important interests held and connections enjoyed in the city of Cincinnati.

From the day of opening the road to the present time, the company has labored under financial embarrassment. This embarrassment brought on suits for foreclosure of mortgages, and on the 9th day of April, 1860, the road, with its property, etc., was placed in the hands of a receiver, and has been operated by him, or his agent, ever since, under the orders and decree of the Federal Court. Negotiations are now pending, and will, probably, soon be concluded, for a reorganization of the company, by an adjustment and funding of stock and debt, upon a basis of \$23,500,000 of stock, and \$6,000,000 of mortgage debt, which will place the road, equipment, and other property, on a basis of \$29,500,000, or a fraction less than \$86,765 per mile.

That portion of the road lying in Ohio, is in good condition, good iron and ties, and thoroughly ballasted.

The company suffered serious injury and loss by flood during the year 1866. In August a large culvert was swept out, and in September the bridge over the Great Miami—one of four spans, of 210 feet each, with its piers and masonry—was carried away. These two important structures are now being rebuilt in a very substantial manner.

There are only three stations on the road in Ohio—Cincinnati being the only one regarded as of any importance. The company has one engine house and shop in that city, and two water stations on the road in Ohio. The following constitutes the equipment of the entire line :

Engines	80
First class passenger cars.....	44
Baggage, mail and express cars.....	20
Freight and construction cars	1,200

The company employs 3,000 persons in operating the road, of which number about 200 are now employed in this State.

The road runs in nearly a direct east and west course through a comparatively new but rich and growing country. The business of the road must steadily increase as the country develops, and connecting as it does, by the most direct line, Cincinnati and St. Louis, two of the largest cities of the West, and whose aggregate population exceeds half a million, must always render the line an important one.

REPORT

OF THE

OHIO AND MISSISSIPPI RAILROAD COMPANY.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS

The present amount of funded debt \$2,050,000

CHARACTERISTICS OF THE ROAD.

The length of single main track in Ohio	19 miles.
The aggregate length of sidings and other tracks not above enumerated..	10,000 feet.
The length of rail relaid, new, re-rolled, or old ?	
Re-rolled	12 miles.
Old	7 “
The number of switches on the road, and how many are private ?	
Number on road.....	30
The number of road crossings	5
How many are provided with flagmen	1
How many are level (at grade) and how many bridged (also how many under the track) ?	
Level	All.

The number of wheels and axles in use in passenger trains, and how many renewed during the year, as follows :

WHEELS.

Number in use	312
Renewed during year	200

AXLES.

Number in use	156
Number renewed during year.....	100

RUNNING OF TRAINS, ETC.

	Miles per hour.
The rate of speed adopted for express passenger trains, including stops ..	20
The rate of speed actually attained by express passenger trains	22
The rate of speed adopted for mail and accommodation passenger trains, including stops	18
The rate of speed actually attained by mail and accommodation trains, including stops and detentions.....	20

ESTIMATED VALUE OF ROAD AND EQUIPMENT.

The estimated value of the road-bed, including iron and bridges, in Ohio	\$208,000
The estimated value of its rolling stock. Proportion in Ohio	85,000
The estimated value of all its other property, real estate, buildings and fixtures, in Ohio	228,106
Total.....	\$521,106

RATES.

The rates of fares for passengers, and its tariff of freights, as published

for the government of its agents, and those actually received, with distances specified?

PASSENGERS.

First class, through, per mile	4 cents.
First class, way, per mile	5 "
Second class, through, per mile	3 "

FREIGHT.

First class, through, per mile per ton	5 3-10 cents.
First class, way, per mile per ton	6 4-10 "
Second class, through, per mile per ton	4 4-10 "
Second class, way, per mile per ton	5 4-10 "
Third class, through, per mile per ton	3 5-10 "
Third class, way, per mile per ton	4 4-10 "
Fourth class, through, per mile per ton	2 6-10 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

The Adams Express Company. We have no contract with them. They are subject to any varying terms we may demand, and to which they may consent.

They pay us \$125 per day for five tons, and \$1.27 per 100 lbs. per all excess over five tons between Cincinnati and East St. Louis. We are at liberty to demand more any day.

What freight or transportation companies run on your road, and on what terms?

The Great Western Dispatch. We have no contract with them. They are subject to any varying terms we may demand, and to which they may consent.

They now pay \$94.10 per car load for 340 miles haul. We are at liberty to claim more at any time.

FENCING.

The whole length of road unfenced on either side, and the reason therefor?

We have very little fencing for want of pecuniary means.

ANIMALS KILLED.

The number and kind of farm animals killed and claim for damages therefor; amount paid and unpaid on said claims?

In Ohio the live stock killed during the year were:

Number and kind of animals.	Amount Claimed.	Amount Paid.
Seven cows	\$380 00	\$192 50
Five hogs	48 00	23 50
One horse	60 00	30 00

PROPERTY BURNED.

The description of property burned by fire from locomotives and amount of damages claimed therefor; and amount paid on said claims? In Ohio, none.

ACCIDENTS.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injury inflicted on each person, and the name of such person, as follows:

In March, 1867, a boy named Shine got on a freight train without leave near North Bend, and in attempting to get off in the tunnel on the Indianapolis and Cincinnati road (over a part of which we are temporarily running), was killed.

A man, name unknown, supposed to be intoxicated, got on the track in the night, and was run over and killed. This occurred in Cincinnati. Date not known.

GENERAL REMARKS.

This road in Ohio has no local business either in passengers or freights. It is nineteen miles long and is simply a duct through which business is conducted to and from Cincinnati, and other places reached through Cincinnati.

It runs along the bank of the Ohio river, and the Indianapolis and Cincinnati Railroad runs along side of it, and does all the local transportation.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

DIRECTORS.

Larz Anderson.....	Cincinnati, Ohio.
Joseph Torrance.....	Cincinnati, Ohio.
Chas. D. Coffin.....	Cincinnati, Ohio.
W. W. Scarborough.....	Cincinnati, Ohio.
James D. Lehmer.....	Cincinnati, Ohio.
Wm. D. Griswold.....	Indiana.
John Ross.....	Vincennes, Ind.
Joseph W. Alsop.....	New York.
Wm. H. Aspinwall.....	New York.
Edwin Bartlett.....	New York.
Samuel W. Comstock.....	New York.
Edward Learned.....	New York.
Allen Campbell.....	New York.
Frederick Schuchardt.....	New York.
S. U. F. Odell.....	New York.

OFFICERS.

Edward Learned.....	President.
Larz Anderson.....	Vice President.
Samuel Trevor.....	Secretary.
Chas. S. Cone.....	Treasurer.
J. D. Levitt.....	Engineer.
W. D. Griswold.....	Superintendent.
P. Van Deursen.....	Auditor.
Chas. E. Follett.....	General Ticket Agent.
James H. Hill.....	General Freight Agent.

MEM.—The corporate organization is now a matter of *form*. It has no power. The road has been during the year, and is now, in the hands of the United States Circuit Court, and under charge of a receiver, who is Joseph W. Alsop.

State of Ohio, County of Hamilton, ss.

William D. Griswold, Agent of Joseph W. Alsop, Receiver of the Ohio and Mississippi Railroad Company, being duly sworn, deposes and says that he has prepared the foregoing statements, touching the condition and affairs of said company, in the State of Ohio, and declares them to be true, and that he has no knowledge or means of same for further or more full report in the matters of inquiry above propounded.

(Signed.)

W. D. GRISWOLD,

Agent of the Receiver.

Subscribed and sworn to, before me this 12th day of November, A. D., 1867.

[SEAL.]

W. L. ALDRICH,

Notary Public.

PITTSBURGH, COLUMBUS AND CINCINNATI RAILROAD.

HISTORY.

The road designated by the above title, constitutes the line from Columbus, Ohio, to Pittsburgh, Pennsylvania, and is familiarly known as the "Pan-Handle Route"—so called from the narrow neck or section of West Virginia extending up and along the Ohio river, *across* which the Pittsburgh and Steubenville road (being a part of this line) passes. The road runs in an eastwardly direction from Columbus to Pittsburgh, 193 miles, and is the shortest and most direct line between these two cities. That part of the road lying in Ohio is one hundred and fifty miles long, from Columbus to Steubenville, and is owned and operated by the Steubenville and Indiana Railroad Company, which company was chartered February 24, 1848, and under its charter and amendments thereto, commenced work in November, 1851, opening the road for traffic from Steubenville to Newark in April, 1855. This line, with a branch from the main line to Cadiz, eight miles in length, constituted the road of the Steubenville and Indiana Railroad Company. The delay in building the road from Steubenville to Pittsburgh, the want of proper connections East or West, and the unfinished and poorly equipped condition of the road, gave insufficient earnings to pay interest and current expenses; the company became greatly embarrassed and fell in arrears to laborers and for supplies, and was annoyed and perplexed with suits and judgments which it was unable to fund or pay; and, finally, proceedings were commenced in the Court of Common Pleas of Harrison county, Ohio, for the foreclosure of mortgages and sale of the road, and Thos. L. Jewett was appointed Receiver on the 2d day of September, 1859, and has operated the road as such ever since, under the orders and directions of the court. On the 1st of October, 1864, the Receiver, on behalf of the company, purchased an undivided half of that part of the Central Ohio Railroad lying between Newark and Columbus, for the sum of \$775,000.00, thus giving the company an independent outlet and direct communication with the railroads running West from Columbus. Meantime the work on the Steubenville and Pittsburgh Railroad was rapidly pushed forward to completion, and on the first of October, 1865, the Receiver concluded an arrangement with the lessees of that road for operating the whole line from Columbus to

Pittsburgh, and the same has ever since been operated as the Pittsburgh, Columbus and Cincinnati Railroad Company. A large amount of work has been done on the line since this date, and a large amount of equipment added, involving an expenditure of nearly half a million dollars in addition to the whole earnings of the road. Negotiations have been long pending, and are not yet concluded, for capitalization and re-adjustment of the stock and debts of the Steubenville and Indiana Railroad Company, which on the 1st of January, 1866, amounted to \$8,722,140.97 (or a little over \$55,000.00 per mile for 158 miles of road and equipment), of which \$1,983,140.97 is stock, and \$6,739,000.00 debt.

There are 27 stations for receiving passengers and freight on the original line, including the Cadiz branch, the principal of which are Newark, Coshocton, Newcomerstown, Port Washington, Dennison, Cadiz and Steubenville. There are two engine houses and shops on this portion of the line, and fourteen water stations; and the company reports the following equipment for the whole line:

Engines	59
First class passenger cars	24
Second class passenger cars	7
Baggage, mail and express cars	15
Freight cars	700

The total number of persons employed in operating the road in Ohio, including conductors and brakemen engaged on entire line, is 990.

There are five tunnels on the road, with an aggregate length of 5,374 feet; two are through solid sand-rock requiring no arching, and two are partly and one wholly arched with brick.

The grading and masonry is of a very permanent and substantial character, and with the large amount of ballasting, new iron and ties lately put down, and the general improvement of the road, it may now be regarded as an excellent road; and constituting as it does, one of the great through routes, its traffic, already large, must steadily increase.

The country through which the road runs is populous and well improved. From Dresden to Steubenville, about 95 miles, the road passes through the great coal fields yielding growing traffic.

R E P O R T

OF THE

PITTSBURGH COLUMBUS AND CINCINNATI RAILWAY COMPANY.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS (STEUBENVILLE AND INDIANA RAILROAD.)

The amount of capital stock paid in.....	\$1,983,140 97
The present amount of funded debt.....	6,739,000 00
	\$8,722,140 97

CHARACTERISTICS OF THE ROAD (BETWEEN STEUBENVILLE AND NEWARK.)

The length of single main track.....	117 miles.
The length of branches, stating whether they have single or double track:	
Single	8 "
The aggregate length of sidings and other tracks not above enumerated.....	20 "
The length of rail re-laid, new, re-rolled, or old:	
New	} 100 "
Re-rolled.....	
Old	17 "
The number of switches on the road, and how many are private:	
Number on road.....	60
Number private.....	6
The number of road crossings.....	192
How many are provided with flagmen.....	2
How many are level (at grade) and how many bridged; (also, how many under the track:)	
Level	183
Bridged.....	5
Under track	4

The number of wheels and axles in use in passenger trains, and how many renewed during the year, as follows, (including those in use between Pittsburg and Columbus:)

WHEELS.

Number in use.....	248
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AXLES.

Number in use.....	124
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RUNNING OF TRAINS, Etc.

	Miles per hour.
The rate of speed adopted for express passenger trains, including stops.....	25
The rate of speed actually attained by express passenger trains.....	40 max.
The rate of speed adopted for mail and accommodation trains, including stops	20

BRIDGES (BETWEEN STEUBENVILLE AND NEWARK.)

The number of bridges, aggregate length, and whether wood or iron, distinguishing between main track and branches?

The greatest age of bridges?

The average age of bridges?

Main line, wood, 33; aggregate length, 4,700 feet; age, wood, 10; average age, wood, 4.

The number and description of new bridges built (during the year ending June 30, 1867?)

Specify each bridge.	By what name distinguished.	Whether wood or iron	Length in feet.	When built.
Number 1	Howe Truss	Wood	160	Re-built Dec., 1866.
Number 2	" "	"	160	" Nov., "
Number 12	" "	"	105	" Oct., "
Number 25	" "	"	85	" July, "
Number 29	" "	"	468	New arches added 1866.
Number 30	" "	"	625	" " "

GRADES IN OHIO.*

The maximum grade, with its length in main road, and also its branches?

Main line 39 6-10 feet per mile; Cadiz branch 105 6-10 feet per mile.

ESTIMATED VALUE OF ROAD AND EQUIPMENT.

The estimated value of the road-bed, including iron and bridges, and other property	\$1,242,340
The estimated value of its rolling stock, including telegraphs	623,240
Total	\$1,865,580

RATES.

The rates of fares for passengers, and its tariffs of freights, as published for the government of its agents, and those actually received, with distances specified?

PASSENGERS

First class, through, per mile	2.97 cents.
First class, way, per mile	3½ "
Second class, through, per mile	2.43 "
Second class, way, per mile	2.88 "
Third class, through, per mile	1.32 "

FREIGHTS.

First class, through, per mile per ton	5.45 cents.
First class, way, per mile per ton	8.85 "
Second class, through, per mile per ton	4.57 "
Second class, way, per mile per ton	8.19 "
Third class, through, per mile per ton	3.64 "
Third class, way, per mile per ton	7.21 "
Fourth class, through, per mile per ton	2.26 "
Fourth class, way, per mile per ton	6.55 "
Class A, way, per mile per ton	4.59 "
Class B, way, per mile per ton	4.26 "

* The maps, field notes and profiles of the road have been lost or destroyed, and it is impossible to answer questions fully as to grades and curvature.

DOINGS OF THE YEAR (ENDING JUNE 30, 1867), IN TRANSPORTATION, AND NUMBER OF MILES RUN.

The number of miles traveled by passengers, or number of passengers carried one mile.....	12,861,340
The number of tons of freight carried.....	171,195.35

EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers?

Its monthly earnings for transportation of freight?

Its monthly earnings from all other sources?

Months	Passengers.	Freight.	Mail and express.	Miscellaneous.	Totals.
July, 1866	\$31,804 67	\$43,912 27	\$3,431 93	\$5,483 99	\$84,632 86
August, 1866.....	32,267 12	64,237 65	3,433 30	5,897 40	105,840 47
September, 1866...	35,235 30	60,920 99	6,257 21	5,202 41	107,615 91
October, 1866	37,551 69	65,218 34	21,545 44	6,060 80	130,376 27
November, 1866....	32,496 85	69,389 25	6,902 12	7,941 06	116,729 28
December, 1866 ..	27,144 38	55,877 38	5,148 67	22,705 18	110,875 61
January, 1867.....	25,579 07	60,935 75	4,918 83	7,707 45	99,142 00
February, 1867....	22,907 77	58,885 84	4,882 09	5,195 20	91,870 90
March, 1867.....	28,895 35	62,441 15	6,772 14	7,223 85	105,332 49
April, 1867.....	31,218 60	61,444 31	6,811 16	9,416 44	108,890 51
May, 1867.....	34,222 17	67,290 92	6,529 31	8,522 33	116,564 73
June, 1867.....	31,951 27	48,807 61	4,920 77	11,610 81	97,290 46
Totals	371,275 14	719,361 46	81,557 97	102,966 92	1,275,161 49

EXPENSES OF MAINTAINING THE ROAD AND REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and roadway, excepting cost of iron.....	\$202,508 14
Cost of iron used in repairs.....	143,866 93
Cost of ties.....	21,516 61
Repairs of buildings.....	724 35
Repairs of bridges.....	46,729 51
Taxes on real estate.....	18,150 60
Total.....	433,496 14

EXPENSES OF REPAIRS OF MACHINERY.

Motive power and maintenance of car account.....	\$406,864 73
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EXPENSES OF OPERATING THE ROAD.

Conducting transportation and general expenses.....	\$343,467 86
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AGGREGATE OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

Total receipts during the year.....	\$1,275,161 49
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PAYMENTS.

Payments during the year, as follows:

Expenses of maintaining the road and real estate of the company.....	\$433,496 14
Expenses of repairs of machinery.....	406,864 73
Expenses of operating the road.....	343,467 86
For payments to all other sources.....	78,251 09

Total.....	1,262,079 82
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Total amount of surplus fund	13,081 57
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EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

The Adams Express Company. See contract accompanying this report.
[See Appendix. Commissioner.]

What freight or transportation companies run on your road, and on what terms?

Union Railroad Transportation Company. See contract accompanying this report. [See Appendix. Commissioner.]

FENCING.

The whole length of road unfenced on either side, and the reason therefor?

The road is partly fenced. In many instances the right of way was acquired by appropriation, and the liability to fence rested on the land owners, which has not always been complied with.

ANIMALS KILLED.

The number and kind of farm animals killed and claim of damages therefor; amount paid and unpaid on said claims?

Horses, 3; cattle, 11; sheep, not known.

No record kept of any claims for damages for stock killed.

ACCIDENTS.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year?

Date.	Employees.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
June 5, 1866	1				1	
July 16, "			1		1	
Oct. 19, "		1				1
Jan. 18, 1867		1				1
Feb. 16, "			1		1	
May 21, "	1				1	
Mar. 2, "	1				1	
Total	3	2	2		5	2

The following is a statement of the date of each accident; the place where it occurred; the train; the cause; and the extent of the injury inflicted on each person; and the name of such person, as follows:

June 5, 1866.—John Dewalt, employe, was killed on Cadiz branch. Was standing in the door of baggage car, track spread throwing car from track, man falling under the car.

July 16, 1866.—Engine struck hand car near Lock 17, killing John Eckenbaugh, who was riding on hand car. He was not an employe.

October 19, 1866.—Train was thrown from the track at Montgomery's, by obstructions being placed on it by some person or persons unknown, breaking an arm of John Baker, brakeman.

January 18, 1867.—Wm. Palmer, conductor, had his back and shoulders injured at Hanover, by caboose turning over. Cause of accident, broken rail.

February 16, 1867.—Man killed (name unknown) at Coshocton. He was struck by engine while walking on track towards the train—supposed to be intoxicated.

May 21, 1867.—Wm. R. King, conductor, was struck by coal shute, one and one-half miles west of Steubenville. Died June 5th.

March 2, 1867.—Wm. McLain, brakeman, on No. 19 freight train, was killed either by falling off the car at No. 5 bridge, S. and I. division, between Smithfield and Alexandria road stations, or struck by the bridge. He was taken to Steubenville, and lived about twenty-four hours after he met with the accident.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

Thomas L. Jewett.....	President and General Superintendent, Steubenville.
J. G. Morris.....	Secretary and Treasurer, Steubenville.
M. J. Becker	Engineer, Steubenville.
W. W. Card	Superintendent, Steubenville.
A. J. McDowell.....	Auditor, Steubenville.
S. F. Scull	General Ticket Agent, Steubenville.
James Means	General Freight Agent, Pittsburgh.

State of Ohio, County of Jefferson ss. :

Thomas L. Jewett, President of the Steubenville and Indiana Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

THOMAS L. JEWETT,
President.

Subscribed and sworn to, before me this 8th day of November, A. D. 1867.

[SEAL.]

JOHN OLIVER,
Justice of the Peace.

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY.

HISTORY.

This road extends from the city of Pittsburgh, Pa., to the city of Chicago, Ills., a distance of 468 3-10 miles, having 251 3-10 miles of its line in this State, and the balance in the States of Pennsylvania, Indiana and Illinois. The present corporation, known as the Pittsburgh, Fort Wayne and Chicago Railway Company, is the result of a reorganization of the Pittsburgh, Fort Wayne and Chicago Railroad Company, which latter corporation was formed by the consolidation of the Ohio and Pennsylvania, Ohio and Indiana, and Fort Wayne and Chicago Railroad Companies, August 1, 1856, under an article of agreement signed June 25th and 27th, and July 2nd, 1856, and a certificate of corporate organization filed with the Secretary of State of the State of Ohio, on the 15th of September, 1856, and by virtue of legislation, commencing with the original charter of the Ohio and Pennsylvania Railroad Company, on the 24th of February, 1848. This charter authorized the construction of a railroad "from Mansfield, Richland county, Ohio, eastwardly by way of the towns of Wooster, Massillon and Canton, to some point in the eastern boundary line of the State; thence to the city of Pittsburgh, in the State of Pennsylvania; and from the town of Mansfield westwardly by way of Bucyrus, Crawford county, until it intersects the west line of the State of Ohio, at such point as may be most eligible." And the Legislature of Pennsylvania, by an act of the 11th of April of the same year, concurrently made the company a corporation of Pennsylvania. Amendments were made to this charter, authorizing and requiring certain counties to subscribe stock to aid in building the road, upon an affirmative vote of a majority of the qualified voters of the same.

The Ohio and Indiana Railroad Company was chartered on the 20th of March, 1850, for the construction of a railroad "commencing at a suitable point, to be selected by the company, on the Cleveland, Columbus and Cincinnati Railroad, near *Seltzer's tavern*, in the county of Richland; thence to Bucyrus; thence to Upper Sandusky; thence on such route as the directors of said company may select on the west line of the State of Ohio; and thence to Fort Wayne, Indiana." This company was made a corporation of Indiana by concurrent legislation of that State, by an act approved January 15th, 1851.

On the 4th day of July, 1849, work was commenced on the Ohio and Pennsylvania road, and vigorously pressed forward, and the road opened for traffic from Allegheny City to Crestline, a distance of one hundred and eighty-seven miles, on the 11th of April, 1853. The road was afterwards, in September, 1857, extended across the Allegheny river to a connection with the Pennsylvania Railroad at Pittsburgh. The Ohio and Indiana Company did not commence surveys until the 10th of July, 1850, but pushed forward with energy the work of construction, which was placed under contract January 25, 1852, and on the 1st of November, 1854, the line was opened from Crestline to Fort Wayne, a distance of one hundred and thirty-one miles.

The Fort Wayne and Chicago R. R., the last link in the line from Pittsburgh to Chicago, was not completed until after the consolidation of the three companies, and such a union of interest secured, and co-operation of the Pennsylvania Railroad Company, and the deferring of interest on bonded debt, as to secure means for the final completion of the line to Chicago, which was accomplished in November, 1858. But no sooner was the track laid and trains running from Chicago to Pittsburgh, than the company was overtaken with embarrassment. The means and credit of the company were exhausted, and a large floating debt incurred, which could not be extinguished with the revenues derived from transportation; and the creditors refusing to convert their floating debt into bonds, suits and litigation began at all points along the line; and the inability of the company to pay floating debt and interest on funded debt, induced bondholders to commence proceedings for foreclosure, and in December, 1859, the road and property were placed in the hands of a receiver. Soon after a plan was perfected by which the whole property was to be sold under legal proceedings in the several States, and purchased in for the benefit of all classes of creditors and stockholders assenting to the arrangement. The following sketch, furnished by the President of the company, gives the terms of reorganization, agreed upon and consummated:

“By virtue of a decree of the U. S. Circuit Court for the Northern District of Ohio, which decree was concurred in by the U. S. Circuit Court for the Western District of Pennsylvania, for the District of Indiana, and for the Northern District of Illinois, the property and franchises of the Pittsburgh, Fort Wayne and Chicago Railroad Co. were sold by auction October 24th, 1861, and purchased by J. F. D. Lanier, Sam'l J. Tilden, Louis H. Meyer, J. Edgar Thompson and Samuel Hanna, who held and operated it until May 1, 1862, in trust for such stockholders, bondholders, and other creditors as were parties to a certain *agreement*, providing for a reorganization when a deed was executed for it to the Pittsburgh, Fort Wayne and Chicago Railway Company, in consideration of the issue by it, to the trustees before named, of \$6,500,000.00

in stock, \$5,250,000.00 in first mortgage bonds, \$5,160,000.00 in second mortgage bonds, and \$2,000,000.00 in third mortgage bonds. A deed was also executed to it by the Pittsburgh, Ft. Wayne and Chicago Railroad Company, under and according to the terms of the law of Ohio, passed April 4th, 1863. Stockholders of the old company, parties to the agreement, received the new stock dollar for dollar for the old stock, the only difference being that the *par* of the old stock was \$50 (a share), while that of the new is \$100. First mortgage bondholders of the old company, parties to the agreement, received new first mortgage bonds for the principal and interest of the old bonds. Second and third mortgage bondholders of the old company, parties to the agreement, received new second mortgage bonds for the principal of the old bonds, and new third mortgage bonds for the interest. The floating debt creditors received new third mortgage bonds for the principal and interest of their claims."

The labor and care necessary to carry through to successful consummation a scheme involving such vast sums and varied interests, may well call forth the following closing paragraph found in the printed "History of organization and legal proceedings relative to the Pittsburgh, Fort Wayne and Chicago Railway Company," issued by the company:

"It is a satisfaction to be able to say, that from the commencement of this great enterprise in 1849, to the consummation of the plan of reorganization in 1862, no creditor of the company was ever required to abate one dollar from any just claim, but that all such debts, with interest, have been paid in cash, or in the bonds of the company, which are now recognized as among the best railroad securities in this country."

The company has 468 3-10 miles of single main track, 33½ miles of double track, 35 7-10 miles of branch road (leased), and 103¾ miles of sidings and other tracks, making a total of 641.250-1000 miles of track, and the following equipment:

Engines	199
First class passenger cars.....	96
Second class passenger cars.....	26
Baggage, mail and express cars.....	48
Freight cars	2,381
Station-houses	122
Engine-houses and shops	15
Water-stations	50

And a vast amount of other valuable property, all of which is represented by stock and debt at \$22,934,234.34, of which \$9,997,135.55 is stock,* and \$12,937,098.79 debt, making the 504 miles of main line and branch \$45,504.00 per mile.

There are 122 stations on the road, for receiving passengers and freight. The principal ones in Ohio are Salem, Alliance, Canton, Massillon, Woos-

* Since the date at which the railroad companies of Ohio are required to report to the Commissioner—July 1st—this company has increased its stock capital to \$11,500,000.00.

ter, Mansfield, Crestline, Bucyrus, Upper Sandusky and Lima. The road is generally in good condition, well ballasted and tied, iron little worn, and machinery and rolling stock in excellent order.

The country through which the road passes in Ohio, from Crestline east, is rich and populous, and for the most part highly cultivated, yielding agricultural products in abundance, and a large portion of the land from Massillon east, underlaid with one or more veins of bituminous coal. Large manufacturing interests are also established, which are increasing in magnitude and importance. West of Crestline the country is newer, but rapidly improving and increasing in population.

This being the shortest and most direct route from and to Chicago and Pittsburgh, must always command a fair proportion, if not the lion's share, of the railway traffic between the two cities, while an ability and disposition to accommodate local business on just and equitable terms will preserve and increase a local traffic which will richly reward the company.

REPORT

OF THE

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS.

The amount of capital stock paid in	\$9,997,135 55
The present amount of funded debt	12,564,500 00
The present amount of floating debt	*372,598 11
Total	\$22,954,233 66

* Of this amount, \$262,880.11 has been paid since June 30th, 1867.

CHARACTERISTICS OF THE ROAD.

The total length of entire main line	468 3-10 miles.
The length of single main track in Ohio	251 3-10 "
The aggregate length of sidings and other tracks not above enumerated, in Ohio	42 3514-5280 "
The length of rail relaid, new, re-rolled, or old, in Ohio:	
Re-rolled	82 2872-5280 "
Old	3 1050-5280 "
The number of switches on the road, and how many are private, in Ohio:	
Number on road	171
Number private	13
The number of road crossings	229
How many are level (at grade) and how many bridged (also, how many under the track) in Ohio?	
Level	218
Bridged	10
Under track	1

The number of wheels and axles in use in passenger trains, and how many renewed during year, as follows, for entire line:

WHEELS.

Number in use	1,360
Renewed during year	1,879

AXLES.

Number in use	680
Number renewed during year	873

RUNNING OF TRAINS, Etc.

	Miles per hour.
The rate of speed adopted for express passenger trains, including stops	26
The rate of speed actually attained by express passenger trains	33
The rate of speed adopted for mail and accommodation passenger trains, including stops	20
The rate of speed actually attained by mail and accommodation trains, including stops and detentions	26

BRIDGES IN OHIO.

The number of bridges, aggregate length, and whether wood or iron, distinguishing between main track and branches ?

The greatest age of bridges ?

The average age of bridges ?

	Number of bridges.			Aggregate length in feet.	Greatest age of bridges—years.		Average age of bridges—years.	
	Wood.	Iron.	Total.		Wood.	Iron.	Wood.	Iron.
Main line.....	42	3	45	4,627	9	5	4	5
Total.....	42	3	45	4,627	9	5	4	5

The number and description of new bridges built during the year ending June 30th, 1867), in Ohio ?

Specify each bridge.	Kind.	Whether wood or iron.	Length in feet.	When built.
Middle Bridge....	Howe truss	Wood.....	171	November, 1866.
5th Nimishellin...	“	“	78	January, 1867.
Mahoning	“	“	133	June, 1866.

GRADES IN OHIO.

The maximum grade, with its length in main road, and also its branches ?

The total rise and fall in main road, and also in branches ?

	Main Line—Going West.	
	Miles ascending.	Miles descending.
Maximum grade, 59 feet per mile	2.6	2.7
Level, 43.8 miles .....	...	...
From level to 20 feet per mile.....	53.6	50.1
“ 20 to 40 “	30.2	36.6
“ 40 to 60 “	13.8	20.2
Total miles.....	97.6	106.9
Total rise and fall	2076 ft.	2661 ft.

CURVATURE IN STATE OF OHIO.

The shortest radius of curvature, with length of curve in main road, and also in branches ?

The total degrees of curvature in main road and also in branches ?

The total length of straight line in main road and also in branches ?

	Main road.
Number of miles of straight line	208.1
Number of miles of curved line	45.2
Number of curves	182
Number of miles of line curved with radius of 5730 feet or more	17 9
Number of miles of line curved with radius of 2865 feet or between 2865 and 5730 feet	16.2
Number of miles of line curved with radius of 1433 feet or between 1433 and 2865 feet	9.3
Number of miles of line curved with radius of 955 feet or between 955 and 1433 feet	1.8
Minimum radius of curvature 1433 feet radius	700 ft.

ESTIMATED VALUE OF ROAD AND EQUIPMENT IN OHIO.

The estimated value of its rolling stock	\$1,601,017 [*] 00
The estimated value of all its other property	4,646,652 00
	<hr/> 6,247,669 00

RATES.

The rates of fares for passengers and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified ?

PASSENGERS.

First class, through, per mile	3	cents.
“ way, “ (over 30 miles)	3½	“
Second class, through, “	2 15-100	“

FREIGHTS.

First class, through, per mile per ton	4½	cents.
“ way, “ “	4½ to 5	“
Second class, through, per mile per ton	3½	“
“ way, “ “	3½ to 4½	“
Third class, through, per mile per ton	2½	“
“ way, “ “	2½ to 4	“
Fourth class, through, per mile per ton	1½	to 2 “
“ way, “ “	2	to 3 “

DOINGS OF THE YEAR (ENDING JUNE 30, 1867) IN TRANSPORTATION AND NUMBER OF MILES RUN.

The number of miles run by passenger trains	1,468,765
The number of miles run by freight trains	3,103,057
The number of miles run by other trains	336,527
The number of miles traveled by passengers, or number of passengers carried one mile	80,832,513
The number of tons of through freight carried	438,100 tons.
The number of tons of local freight carried	599,694 “
Total movement of freight, or number of tons carried one mile	220,157,566 “

EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers ?

Its monthly earnings for transportation of freight ?

Its monthly earnings from all other sources ?

Months.	Passengers.	Freight.	Mail and Express.	Rents and rent of railway.	Miscellaneous.	Totals.
July, 1866	\$179,616 84	\$341,597 02	\$15,625 00	\$7,993 33	\$7,540 82	\$552,378 01
August, "	205,169 08	417,515 99	15,925 00	7,083 33	2,507 43	648,200 83
September, "	217,942 61	406,096 86	15,325 00	7,135 34	8,425 96	634,925 77
October, "	246,333 19	484,189 03	15,925 00	7,895 83	3,098 27	757,441 32
November, "	201,184 77	453,663 08	15,625 00	7,120 83	2,340 83	679,934 51
December, "	187,562 41	343,559 53	15,625 00	7,122 34	1,352 95	555,222 23
January, 1867	168,988 26	345,798 04	16,730 00	9,083 33	1,763 17	542,415 80
February, "	151,390 96	350,564 80	15,493 00	7,158 33	890 46	525,497 55
March, "	202,492 22	450,190 60	16,429 26	7,203 34	1,644 45	677,959 87
April, "	219,904 36	320,260 29	16,132 00	7,420 83	1,739 34	565,556 82
May, "	199,616 94	335,563 51	16,451 50	7,158 33	2,693 78	561,484 06
June, "	192,202 27	289,630 52	15,844 83	7,583 34	2,189 68	507,450 64
Totals .	2,372,403 91	4,538,729 27	191,183 59	89,963 50	36,187 14	7,228,467 41

EXPENSES OF MAINTAINING THE ROAD AND REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and road-way, excepting cost of iron	\$477,037 80
Cost of iron used in repairs	475,530 56
Cost of ties	131,729 22
Repairs of buildings	99,832 79
Repairs of fences and gates	29,425 54
Repairs of bridges	138,025 66
Taxes on real estate	153,643 56
Total	\$1,505,225 13

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders	\$425,010 77
Repairs of passenger, and baggage cars	209,270 94
Repairs of freight cars	334,594 31
Repairs of tools and machinery in shops	39,645 73
Incidental expenditures — oil, fuel, clerks, watchmen, &c., about shops	143,500 25
Total	1,152,022 00

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c	\$53,192 84
Agents and clerks	268,190 02
Labor — loading and unloading freight	119,293 52
Porters, watchmen and switch tenders	68,067 69
Wood and water station attendance	44,005 89
Conductors, baggage and brakemen	307,853 27
Engineers and firemen	277,090 83
Fuel—cost and labor of preparing for use	463,920 00
Oil and waste for engines and tenders	64,019 56
Oil and waste for freight cars	31,060 78
Oil and waste for passenger and baggage cars	15,530 38
Loss and damage of goods and baggage	29,287 77

Damage for injury of persons.....	\$18,114 41
Damage to property, including damages by fire and cattle killed on road..	11,182 62
General superintendence	37,652 86
Contingencies.....	274,495 83
	<hr/>
General expenses.....	2,082,958 27
	<hr/>
Total.....	2,298,346 72

AGGREGATE OF RECEIPTS AND EXPENDITURES.

Earnings	\$7,228,467 41
“ New Castle and Lawrence Branches.....	67,810 29
Receipts from sales of new stock.....	404,680 56

RECEIPTS.

Total receipts during the year.....	\$7,700,958 26
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PAYMENTS.

Payments during the year, as follows :

Expenses of maintaining the road and real estate of the Com- pany	\$1,595,225 13
Expenses of repairs of machinery	1,152,022 00
Expenses of operating the road.....	2,082,958 27
For general expenses.....	215,388 45
For payment of interest	871,081 93
For dividends on stock—rate per cent. (10 per cent. per annum, payable quarterly) and amount.....	1,045,753 17
For construction and equipment.....	1,241,929 57
For payments to all other sources.....	237,465 74

Total	8,351,824 26
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* Total amount of surplus fund.

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms?

Union Line Express Company.

The Pittsburg, Fort Wayne and Chicago Railway Company agree to carry for the Union Line Express Company 21,000 pounds of express freight daily, between Pittsburg and Chicago, for which they are to receive \$300 per day, any excess over this amount to be charged at \$1.50 per 100 lbs.

Merchants' Union Express Company.

The Pittsburg, Fort Wayne and Chicago Railway Company agree to carry for the Merchants' Union Express Company 10,000 pounds of express freight daily, between Pittsburg and New Castle, Pa., for which they are to receive \$32.50 per day, any excess over the 10,000 pounds daily to be settled by a monthly average, and charged at the rate of thirty cents per hundred pounds.

EXPRESS AND TRANSPORTATION COMPANIES.

What freight or transportation companies run on your road, and on what terms?

* The company has no surplus fund except the amount required to be invested yearly in its own bonds, which, at January 1st, 1867, amounted to \$275,910.03. The annual contributions to this sinking fund are 104,100, or at the rate of one per cent. on the amount of the first and second mortgage bonds. All surplus earnings, after the payment of dividends, are expended in improving and adding to the property.

Union R. R. and Transportation Company, and Empire Transportation Company.

The transportation companies are to establish and maintain, at their own expense, independent and efficient freight agencies in the principal cities of the east and west, and generally to co-operate with the officers of the company in establishing the line in public favor, furnish their own cars, and keep them in repair, subject to the approval of the car inspector of the Railway Company, pay all expenses, including loss and damage of freight connected with the shipment and delivery of freight, and pay to the Railway Company certain specified rates, which rates are based upon an average of the prevailing rates charged by the Railway Company for similar freight. The Railway Company pay to the Transportation Companies three mills per ton per mile, in one case, and two cents per mile per car in the other, for the use of their cars, and have a general supervision of the rates and the business.

FENCING.

The whole length of road unfenced on either side, and the reason therefor?

Fence now in process of construction along the whole line. Amount unfenced between Crestline and Chicago is 2,685½ rods.

ANIMALS KILLED.

The number and kind of farm animals killed, and claim of damages therefor; amount paid and unpaid on said claims?

Number.	Kind of animals.	Amount paid.
403	Horses, cattle, sheep and hogs.	\$6,412.50

ACCIDENTS.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year?

	Passengers.		Employees.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Eastern Divisi'n	16	3	23	7	13	10	52
Western Divisi'n	3	8	15	12	3	20	21
Total.....	19	11	38	19	16	30	73

The following is a statement of the date of each accident, the place where it occurred, the train, the cause, and the extent of the injury inflicted on each person, and the name of such person, as follows:

EASTERN DIVISION.

August 1st, 1866, an old man (name unknown) sitting on end of cross-ties, was struck by train two miles east of Crestline, Ohio.

August 7th, 1866, J. Staub, conductor, was slightly injured by second section of train No. 11, striking caboose of first section, near Canton, Ohio.

August 26th, 1866, one of the cars on train No. 6 left the track from broken wheel, near Columbiana, Ohio, drawing with it two other cars, resulting in bruises and flesh wounds to the following persons: Rufus Waple, J. W. Crossland, John H. Wamer, B. Trainman, H. Van Voorhis, John Buckley, James Jones, E. V. Gurnsey, J. Distimilli, John Senn and James Ailes, conductor.

September 26th, 1866, Train No. 16 struck Thomas Clark, on the track—drunk—near Palestine, Ohio.

October 13th, 1866, P. Rinehardt, brakeman, killed at Mansfield, Ohio, in uncoupling tender from train—supposed fell on track.

October 15th, 1866, Hugh Warnock, engineer, standing on main track at Alliance, Ohio, was struck by shifting engine, and killed.

November 4th, 1866, Geo. Herr, yard brakeman, in coupling engine in Crestline yard, had his foot caught in frog and crushed.

November 19th, 1866, Bell, a young man playing on cars, fell or was knocked off at Columbiana and killed.

November 29th, 1866, C. W. Millan, engineer, injured at Fairview, Ohio—engine off track.

December 5th, 1866, Charles Parke, a boy, was run over and killed by engine in Alliance yard, while crossing track.

February 3d, 1867, Geo. Stidgar, brakeman, fell off train No. 11, and was run over and killed, at Columbiana, Ohio.

March 2d, 1867, W. H. Grub, brakeman, hand injured in coupling cars at Massillon, Ohio.

March 4th, 1867, M. Myers, brakeman, Mansfield, fell on lumber by brake head flying off shaft.

March 24th, 1867, Eli Oswalt, brakeman, fell through culvert near Wooster, O., in putting torpedo on track; slightly injured.

June 5th, 1867, Margaret Hays, an emigrant, in stepping from one car to another while they were being shifted, in Crestline, caught her hoops on brake dog, fell under the car and was killed.

June 6th, 1867, Karl Stanskoupp fell or jumped from train two miles east of Louisville and was injured.

June 8th, 1866, C. J. O. Callahan fell from train No. 3, two miles east of Johnstown, O., and broke his leg. Supposed to have walked off train while asleep.

July 31st, 1866, Margaret McHenry was killed $1\frac{1}{2}$ miles west of Lafay-

ette, O., by train No. 2 striking her. Was walking on track; stepped off, but not far enough.

November 14th, 1866, J. Germinder had his back injured in collision of freight and passenger trains at Nevada station.

December 25th, 1866, C. Beck was killed by freight train $1\frac{1}{2}$ miles east of Forest. Was lying on track at night dead drunk.

December 25th, 1866, H. Link, drunk, struck by passenger train three miles east of Nevada, while sitting on track. Not much injured.

November 9th, 1866, E. Watson, drover, on top of train near Forest, O., fell between cars by the coupling breaking; foot badly crushed.

January 15th, 1867, J. Kirmapeck, riding on hand-car $1\frac{1}{2}$ miles west of Bucyrus, O.; car was struck by passenger train, and his thigh broken.

April 14th, 1867, Hall was found cut to pieces on track one mile east of Nevada. Had left that station in the night, drunk.

April 25th, 1867, W. S. Gilbert, brakeman, fell between engine and car while going over train at Convoy, O., and was instantly killed.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

DIRECTORS.

George W. Cass	Pittsburgh, Pa.
Springer Harbaugh	Pittsburgh, Pa.
J. Edgar Thompson	Philadelphia, Pa.
John L. Dawson	New Geneva, Fayette Co., Pa.
J. F. D. Lanier	New York.
L. H. Meyer	New York.
S. J. Tilden	New York.
Pliny Hoagland	Fort Wayne, Indiana.
Jesse L. Williams	Fort Wayne, Indiana.
Kent Jarvis	Massillon, Ohio.
R. R. Springer	Cincinnati, Ohio.
Hon. John Sherman	Mansfield, Ohio.
Wm. B. Ogden	Chicago, Illinois.

OFFICERS.

George W. Cass	President, Pittsburgh, Pa.
Thomas D. Messler	Assistant President,
F. M. Hutchinson	Secretary.
John P. Henderson	Treasurer.
H. A. Gardner	Chief Engineer.
J. N. McCullough	General Superintendent.
J. P. Farley	Auditor.
F. R. Myers	General Ticket Agent.
W. P. Shinn	General Freight Agent.

State of Pennsylvania, County of Alleghany, ss.

Personally appeared, Geo. W. Cass, President of the Pittsburgh, Ft. Wayne and Chicago Railway Co., who, being duly sworn, deposes and says, that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

G. W. CASS,

President.

Subscribed and sworn to before me this 19th day of September, A. D. 1867.

[SEAL.]

THOMAS M. BLAIR,

Notary Public.

SANDUSKY, MANSFIELD AND NEWARK RAILROAD.

HISTORY.

This road extends from Sandusky to Newark, Ohio, a distance of 116½ miles, running nearly North and South. The Sandusky, Mansfield and Newark Railroad Company (as re-organized) is the result of more charters, amendments, consolidations, reorganizations and adjustments than any other company in Ohio. The following original charters are involved in the present organization :

Monroeville and Sandusky City, dated March 9th, 1835.

Mansfield and New Haven, dated March 12, 1836.

Columbus and Lake Erie, dated March 12, 1845.

Huron and Oxford, dated February 27, 1846.

Each of these charters had various amendments and modifications.

The two first became one corporation by the Mansfield and New Haven purchasing the road of the Monroeville and Sandusky City R. R. Company, the two corporations taking the name of the Mansfield and Sandusky City R. R. Company. The road of this company extended from Mansfield to Sandusky, 54 miles in length. The Huron and Oxford road extended from Huron to the line of the Monroeville and Sandusky City road, a distance of eight miles. The Columbus and Lake Erie Railroad extended from Newark to Mansfield, 62½ miles in length, connecting with the Monroeville and Sandusky City Railroad at that point.

Each of these companies had stock subscriptions and executed separate mortgages. On the 23d of November, 1853, the three companies consolidated under the name of the Sandusky, Mansfield and Newark Railroad Company. Under this corporate name the three roads were operated but a short time with little better financial result than under the separate corporations, notwithstanding a new consolidated mortgage was made and bonds issued. Proceedings were soon commenced in the Erie Common Pleas Court to bring all creditors into Court and sell the road to extinguish the several liabilities. It was found that the value of the road and property would pay but a small portion of the liabilities of the several corporations, and a plan of capitalization and reorganization was proposed and submitted to the stockholders and creditors, for an adjustment of the stock and a compromise of the liabilities of the company.

A large number of stockholders and creditors of the several companies had not converted their securities into the consolidated company, and

some that had, were unwilling to accept the terms of readjustment, and on the 8th of April, 1856, the Legislature passed an act to aid in carrying out this adjustment, entitled "an act for the relief of the stockholders and creditors of the Sandusky, Mansfield and Newark Railroad Company." Under this act, and by virtue of a decree of the Court in the case referred to, the road and property was sold and the company reorganized; and under the act of April 4, 1863, the Directors of the old consolidated company conveyed, by deed, the franchise, or right to be a corporation to the reorganized company.

A large majority of stockholders and creditors accepted the terms of the new arrangement and surrendered the old securities. A few creditors and stockholders of the Columbus and Lake Erie R. R. Company still stand out, but are now barred by the decree, as is claimed.

By the terms of adjustment a large amount of the old stock and debts was sunk. The remainder passed into new hands. The terms of the agreement to organize the new company provided for an issue of \$1,290,000 first mortgage bonds, and \$1,110,000 of stock. The failure of the company to earn sufficient money to pay current expenses, has required the funding of a large amount of coupons, so that the financial condition of the company as reported June 30, 1867, is as follows:

Bonds for funding past due interest on first Mortgage.....	\$ 860,000 00
Capital stock issued.....	900,235 70
First Mortgage bonds.....	1,290,000 00
Total liabilities	\$3,050,235 70

This is equivalent to \$26,182 per mile for the present road and equipment.

Since the reorganization the Huron branch, as it was called, being the old Huron and Oxford road, has been abandoned and the rails removed.

There are twenty-one stations on the road for receiving passengers and freight, the principal of which are Sandusky, Monroeville, Plymouth, Shelby, Mansfield, Lexington, Belleville, Fredericktown, Mt. Vernon, Utica and Newark.

The company has three engine houses and shops and twelve water stations on the road, and the following equipment:

Engines	9.
First class passenger cars.....	9.
Second class ".....	3.
Baggage, mail and express cars	4.
Freight cars	195
Number of persons employed in operating the road	283.

Notwithstanding the inability of the company to pay any dividend to stockholders, or even their interest promptly, they have maintained the road and rolling stock very well. It has always been a favorite project with this company to extend their line, by the building of the Scioto and Hocking Valley road from Newark, to the coal and iron region of Perry and Hocking counties, believing it will secure a steady traffic over the

road, and so increase the receipts as to enable the company to pay, not only interest, but a dividend to stockholders.

The country from Sandusky to Newark through which the road runs, is very productive and thickly populated, and will probably furnish as much local business as any other agricultural district in the State. But the experience of this company is like all others: that a merely agricultural district will yield but little revenue above expenses of operating and maintaining the road. Every year seems to be adding to the receipts from local business, and hopes are entertained that this will ultimately become a paying road, even on its present capital and debt.

REPORT

OF THE

SANDUSKY, MANSFIELD AND NEWARK RAILWAY COMPANY.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS.

The amount of capital stock paid in	\$900,235 70
The original first mortgage bonds of the company, are.....	1,290,000 00
The amount of bonds arising from funding past due coupons of first mortgage bonds, about.....	860,000 00
	\$3,050,235 70

CHARACTERISTICS OF THE ROAD.

The length of single main track.....	116½ miles.
The aggregate length of sidings and other tracks not above enumerated.....	9 146-1000 miles.
The number of switches on the road, and how many are private:	
Number on road	66
The number of road crossings	142
How many are level (at grade), and how many bridged? Also, how many are under the track?	
Level.....	133
Bridged	1
Under track	3
The number of wheels and axles in use in passenger trains, and how many renewed during the year, as follows:	
Wheels—Number in use	128
Axles—Number in use.....	64

RUNNING OF TRAINS, Etc.

The rate of speed adopted for express passenger trains, including stops (miles per hour).....	23
The rate of speed actually attained by express passenger trains (miles per hour)...	30
The rate of speed adopted for mail and accommodation passenger trains, including stops (miles per hour)	20
The rate of speed actually attained by mail and accommodation trains, including stops and detentions, about (miles per hour)	25

BRIDGES.

The number of bridges, aggregate length, and whether wood or iron, distinguishing between main track and branches?

The greatest age of bridges? 11 years.

The average age of bridges? 4 years, 3 months.

Number of bridges on main line, 107; aggregate length in feet, 7,382.

The number and description of new bridges built (during the year ending June 30, 1867)?

One patent truss bridge, wood, at Belleville, 150 feet in length; built January, 1867.

One Howe truss patent bridge, wood, at Louisville, 188 feet in length; built January, 1867.

One Howe truss patent bridge, wood, at Louisville, 126 feet in length; built January, 1867.

The statement above embraces all culverts and bridges of all lengths, many of them have been repaired so as to be as good as new, but could not properly be called new structures. The statement of average age is believed to be above (greater), than below the true average.

GRADES.

The maximum grade, with its length in main road and also its branches?

The total rise and fall in main road and also in branches?

Fifty-six feet to the mile, for $3\frac{1}{2}$ miles. There is one grade 54 feet to the mile, 4 miles long; one grade 47 feet to the mile, $2\frac{1}{2}$ miles long; two grades 45 feet to the mile, one $1\frac{1}{2}$ miles long, the other 2 miles; two grades 40 feet to the mile, one 3 miles long and the other 2 miles long; one grade 35 feet to the mile, 2 miles in length.

The above are the principal grades. The original surveys having been lost, we have not the means of giving all the information in regard the grades desired.

ESTIMATED VALUE OF ROAD AND EQUIPMENT.

State appraisal for 1867	\$934,182 00
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RATES.

The rates of fares for passengers and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified?

PASSENGERS.

First class, through, per mile	2 97-100 cents.
" " way, "	$3\frac{1}{4}$ "

FREIGHT.

First class, through, per mile, per ton	$7\frac{1}{2}$ cents.
Second " " " "	6 "
Third " " " "	$4\frac{1}{2}$ "
Fourth " " " "	$3\frac{1}{2}$ "

REMARKS.

Our present tariff is not based upon any uniform rate per ton per mile, but averaged and arranged according to the actual business between way stations.

DOINGS OF THE YEAR (ENDING JUNE 30, 1867,) IN TRANSPORTATION, AND NUMBER OF MILES RUN.

The number of miles run by passenger trains	142,439
" " of miles run by freight trains	97,860
" " of miles traveled by passengers, or number of passengers carried one mile	5,211,84

EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers?

Its monthly earnings for transportation of freight?

Its monthly earnings from all other sources?

Months.	Passen- gers.	Freight.	Mail and Express.	Miscel- laneous.	Total.
July, 1866.....	\$13,808 70	\$20,757 54	\$1,486 05	\$497 98	\$36,550 27
August, ".....	14,941 90	17,430 65	1,408 80	277 31	34,058 66
September, ".....	15,912 61	16,223 01	1,501 68	234 91	33,877 21
October, ".....	18,570 80	21,093 81	2,466 19	.....	42,130 80
November, ".....	14,446 45	19,083 24	2,215 52	619 54	36,364 75
December, ".....	15,044 60	12,913 43	2,400 21	780 04	31,138 28
January, 1867.....	12,361 83	10,583 79	2,758 03	8 00	25,711 65
February, ".....	10,976 05	12,961 74	2,572 82	.....	26,510 61
March, ".....	14,018 70	15,777 39	2,734 07	.....	32,530 16
April, ".....	14,391 55	17,886 08	3,624 49	18 26	35,920 38
May, ".....	11,649 10	23,156 79	3,305 80	168 41	38,280 10
June, ".....	13,093 60	18,216 01	2,590 19	99 42	33,999 22
Total.....	169,215 89	206,088 48	29,063 85	2,703 87	407,072 09

EXPENSES OF MAINTAINING THE ROAD AND REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and roadway, excepting cost of iron	\$53,080 34
Cost of iron used in repairs.....	11,752 87
Cost of ties.....	16,962 60
Repairs of buildings.....	6,502 97
Repairs of fences and gates	2,100 34
Repairs of bridges.....	26,507 80
Taxes on real estate.....	16,150 70
Total.....	133,056 62

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$24,004 42
“ of passenger and baggage cars.....	12,372 16
“ of freight cars.....	10,447 98
“ of tools and machinery in shops.....	1,483 77
Incidental expenditures, oil, fuel, clerks, watchmen, &c., about shops.....	9,940 68
Total.....	58,249 01

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.....	\$2,931 74
Agents and clerks; labor—loading and unloading freight; porters, watchmen and switch tenders.....	30,939 93
Wood and water station attendance.....	2,753 45
Conductors, baggage and brakemen.....	17,218 01
Engineers and firemen.....	14,643 32
Fuel, cost and labor of preparing for use.....	32,569 92
Oil and waste for engines and tenders; oil and waste for freight cars; oil and waste for passenger and baggage cars.....	5,324 06
Loss and damage of goods and baggage.....	694 85
Damage for injury of persons.....	258 80
Damage to property, including damages by fire and cattle killed on road.....	2,101 15
General superintendence.....	13,254 42
Contingencies	4,681 58
Total.....	127,421 23

AGGREGATE OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

Total receipts during the year \$545,275 68

PAYMENTS.

Payments during the year, as follows :

Expenses of repairs of machinery .	} Operating expenses .	\$334,999 56
Expenses of operating the road ...		
For transportation expenses.		
For payment of interest on bonded d bt		94,484 89
For payments to all other sources, including balance to other roads on freight and ticket account		104,266 21

Total..... 533,750 66

Total amount of surplus fund \$11,525 02

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms ?

United States Express Company, and Merchants' Union Express Company.

Each company pays \$30 per day for transportation of messengers and 3,000 pounds freight south, and 2,000 pounds north, and 25 cents per 100 pounds on all excess of freight over that amount, whether through or way.

FENCING.

The whole length of road unfenced on either side, and the reason therefor ?

Twenty-three miles.

Reason why unfenced : In many of the contracts for right of way, the owners of the land agree to build and maintain the fences ; that they have not done so, will account for the larger proportion of the unfenced line. In other cases, both the owners and the company are jointly bound to do the fencing ; while over a part of the unfenced line the company has all fencing to maintain. The straitened circumstances of the company financially has prevented it from building all the needed fencing As much is being done, however, from year to year, as can be. It is hoped the entire line will shortly be under fence.

ANIMALS KILLED.

The number and kind of farm animals killed and claim of damages therefor ; amount paid and unpaid on said claims ?

Number.	Kind of animals.	Amount paid.
19	Cows.....	} \$2,101 15
8	Heifers	
4	Steers	
3	Horses	
6	Sheep	
1	Calf.....	
1	Hog.....	

ACCIDENTS.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year?

January 7th, 1867, 1 injured.

January 23d, 1867, 2 passengers injured.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause, and the extent of the injury inflicted on each person, and the name of such person, as follows:

January 7th, 1867.—Mr. James Thompson, while walking on the main track of the company, at Mansfield, between the city and the junction with the P. Ft. W. and C. R. R., was struck by the locomotive of the northward mail train, and his right leg crushed so badly as to require amputation.

January 23d, 1867.—Northward bound mail train was thrown from the track, one mile north of Utica, in Licking county, by the turning out of a rail. Mr. John McCready, of Ashland, Ohio, a passenger on the train, received a severe sprain in the back by being thrown across the car in which he was riding and striking the arm of a seat.

Dr. William Rogers, of Utica, Licking county, a passenger, had the end of one finger of the left hand cut off, by being caught between the arm and hinge of a seat.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

DIRECTORS.

C. L. Boalt.....	Norwalk, Ohio.
John Gardener.....	Norwalk, Ohio.
Ebenezer B. Sadler.....	Sandusky, Ohio.
H. B. Warden.....	Sandusky, Ohio.
J. O. Moss.....	Sandusky, Ohio.
J. Buckingham.....	Newark, Ohio.
James Lyon.....	Granville, Ohio.
Samuel M. Robinson.....	Plymouth, Ohio.
L. J. Tracey.....	Mansfield, Ohio.

OFFICERS.

C. L. Boalt.....	President.
J. Buckingham.....	Secretary.
L. P. Wheelock.....	Treasurer.
H. F. Paden.....	Master of Transportation.
L. P. Wheelock.....	Auditor.
H. M. Bronson.....	General Ticket Agent.
H. P. Warden.....	General Freight Agent.

State of Ohio, County of Erie, ss.

Henry F. Paden, Master of Transportation and Acting Superintendent of the Sandusky, Mansfield and Newark Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

H. F. PADEN,

M. of T. and Acting Superintendent.

Subscribed and sworn to before me this 28th day of October, A. D. 1867.

[SEAL.]

L. P. WHEELLOCK,
Notary Public.

TOLEDO, WABASH AND WESTERN RAILROAD.

HISTORY.

It was the original design and purpose of the projectors of this line of railway to construct and operate a direct and continuous railway from the city of Toledo, Ohio, to the Mississippi River, running through the States of Ohio, Indiana and Illinois, and to be subject to the direction and control of one official management. The laws of these several States being deemed insufficient at the time of commencing the work to enable the projectors to prosecute it under one corporate body, they proceeded to organize distinct corporations in each of said States, for that part of the line situate in them respectively, commencing in the State of Ohio, with the *Toledo and Illinois Railroad Company*, which was chartered on the 20th day of April, 1853, for the purpose of building a railroad from the city of Toledo, Ohio, to a point on the western line of the State in the county of Paulding, a distance of 75½ miles. The construction of this road was commenced in the month of May, 1853, and the road opened for business on the 17th of July, 1855. On the 25th of June, 1856, this company was consolidated with the Lake Erie, Wabash and St. Louis Railroad Company, (which constructed the Indiana division of the line), and the two companies became one, under the name and style of "The Toledo, Wabash and Western Railroad Company." The last named company continued in existence until the 8th day of October, 1858, when it was sold out under a decree of foreclosure obtained in the U. S. courts of Ohio and Indiana, which decree worked a dissolution of the aforesaid consolidation, in fact, and the road-way, equipment and other property were sold separately in the said States, according to the decree. In virtue of a compromise duly made, and in anticipation of the sale of the property under these decrees, the parties in interest reorganized into two corporations—one in the State of Ohio, entitled the "Toledo and Wabash Railroad Company," for the purchase of that part of the said property sold and lying within said State, and one in the State of Indiana, entitled the "Wabash and Western Railway Company," for the purchase of that part of the same lying within said State of Indiana.

The said Toledo and Wabash and Wabash and Western Railroad Companies became consolidated into one corporation on the 8th day of October, 1858, under the name and style of the Toledo and Wabash Railway Company. With a view of finally consummating the original design of the

projectors, the last named company, on the 1st of July, 1865, consolidated with the Great Western Railroad Company, the Quincy and Toledo Railroad Company, and the Illinois and Southern Iowa Railroad Company, which several companies became merged into one corporation, under the name and style of the *Toledo, Wabash and Western Railway Company*, which said corporation now owns and operates the entire line from Toledo, Ohio, to the Mississippi River, terminating at Quincy, Illinois, and Keokuk, Iowa, having 522 miles of railroad.

In its bearings upon the city of Toledo and the general railroad interests of the State, this is a very important line of road, opening by railroad communication a vast extent of rich country to the nearest lake communication, and through that to the oceans and seaports of the world.

The cost of the entire road and equipment is represented at \$20,820,000, of which \$6,700,000 is stock and \$14,120,000 is debt; or a fraction less than \$42,500 per mile.

There is only 75½ miles of the road in Ohio, with eleven stations for receiving passengers and freight, the principal of which are Toledo, Maumee City, Napoleon and Defiance. The company has one engine house and four shop buildings in Toledo, and five water stations on the line in Ohio; and reports the following equipment for the entire line:

Engines	105
First class passenger cars	42
Second class passenger cars	4
Baggage, mail and express cars	26
Freight cars	1,144
Coal cars	151
Platform cars	212
Stock cars	331
Caboose cars (8 wheel)	35
Caboose cars (4 wheel)	8

The total number of persons employed in operating the road in Ohio is 610.

REPORT

OF THE

TOLEDO, WABASH AND WESTERN RAILWAY COMPANY.

PRESENT FINANCIAL CONDITION AS REPRESENTED BY STOCK AND DEBTS.

The amount of capital stock paid in.....	\$6,700,000
The present amount of funded debt.....	14,120,000

CHARACTERISTICS OF THE ROAD.

Total length of entire main line.....	489 600 1000 miles.
The length of single main track in Ohio.....	75 5-10 “
The aggregate length of sidings and other tracks not above enumerated.....	8 8-10 “
The length of rail re-laid, new, re-rolled, or old:	
New.....	5 “
Re-rolled.....	3 “
Old.....	10 “
The number of switches on the road, and how many are private:	
Number on road.....	44
The number of road crossings.....	53
How many are provided with flagmen.....	4
How many are level (at grade) and how many bridged, (also how many under the track:)	
Level.....	53
Bridged.....	2
Under track.....	2
The number of wheels and axles in use in passenger trains, and how many renewed during year, as follows:	

WHEELS.

Number in use.....	576
Renewed during year.....	169

AXLES.

Number in use.....	288
Number renewed during year.....	50

RUNNING OF TRAINS, Etc.

The rate of speed adopted for express passenger trains, including stops, (miles per hour).....	20
The rate of speed actually attained by express passenger trains, (miles per hour).....	25
The rate of speed adopted for mail and accommodation passenger trains, including stops, (miles per hour).....	20
The rate of speed actually attained by mail and accommodation trains, including stops and detentions, (miles per hour).....	23

BRIDGES IN OHIO.

Fifteen (15) wooden bridges on main line. Greatest age of bridges five (5) years. Average age of bridges three (3) years.

The number and description of new bridges built (during the year ending 30, 1867:)

Specify each bridge.	Kind.	Length in feet.	When built.
Defiance	Howe Truss.....	677	April, 1867.
"	"	68	May, 1867.

GRADES IN OHIO.

The maximum grade, with its length in main road and also its branches ?
The total rise and fall in main road, and also in branches ?

	Main line.	
	Miles ascending.	Miles descending.
Maximum grade, 26 4-10 feet per mile.....	0.4	0.3
Level, 22 9-10 miles	---	---
From level to 20 feet per mile.....	39.4	10.4
From 20 to 40 feet per mile.....	1.3	0.8
Total miles.....	41.1	11.5

REMARKS.

The maximum grade is, crossing canal near Antwerp, 26 4-10 feet per mile, of which 4-10 of a mile is ascending and 3-10 of a mile descending grade.

Level road is 22 9-10 miles.

CURVATURE IN OHIO.

The shortest radius of curvature, with length of curve in main road, and also in branches ?

The total degrees of curvature in main road, and also in branches ?

The total length of straight line in main road, and also in branches ?

	Main road.
Number of miles of straight line	72 74-100
" " curved line	2 76-100
Number of miles of line curved with radius of 5,730 feet or more ..	1 7-10
Number of miles of line curved with radius of 2,865 feet, or between 2,865 feet, and 5,730 feet	0 9-10
Number of miles of line curved with radius of 1,433 feet, or between 1,433 and 2,865 feet	0 16-100
Minimum radius of curvature, 14.33 ft.....	

ESTIMATED VALUE OF ROAD AND EQUIPMENT IN OHIO.

The estimated value of the road-bed, including iron and bridges.....	\$453,000 00
The estimated value of its rolling stock	125,000 00
The estimated value of its stations, buildings and fixtures	70,000 00
The estimated value of all its other property	20,000 00
	<hr/> 568,000 00

RATES.

The rates of fares for passengers and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified ?

PASSENGERS (IN OHIO.)

First class, through, per mile	3 cents.
First class, way, per mile	3 "
Second class, through, per mile	2 "
Second class, way, per mile	2 "
Third class, through, per mile	1 "
Third class, way, per mile	1 "

FREIGHTS (IN OHIO.)

First class, through, per mile per ton	5 5-10 cents.
First class, way, per mile per ton	7 4-10 "
Second class, through, per mile per ton	4 5-10 "
Second class, way, per mile per ton	6 1-10 "
Third class, through, per mile per ton	3 5-10 "
Third class, way, per mile per ton	5 1-10 "
Fourth class, through, per mile per ton	2 7-10 "
Fourth class, way, per mile per ton	4 1-10 "

NOTE. — The foregoing rates refer to small lots. In all cases of shipments by full car loads, special rates are given, which on fourth class freight average about 2c. per ton per mile on way, and 1 8-10 cts. on through freight.

DOINGS OF THE YEAR (ENDING JUNE 30, 1867), IN TRANSPORTATION AND NUMBER OF MILES RUN—ENTIRE LINE.

The number of miles run by passenger trains	651,040
The number of miles run by freight, wood, gravel and construction trains..	1,984,081
Number of passengers of all classes carried in cars (exclusive of U. S. soldiers)	672,876

REMARKS.

The magnitude of the line, with its extensive connections, etc., render it impracticable to present an accurate record of passengers carried one mile.

The number of tons of freight carried..... 433,981

EARNINGS FOR THE YEAR.

Its monthly earnings for transportation of passengers ?

Its monthly earnings for transportation of freight ?

Its monthly earnings from all other sources ?

Months.	Passengers	Freight.	Mail.	Express.	Miscellaneous.	Totals.
July, 1866.....	\$96,231 72	\$194,969 17	\$4,333 33	\$5,482 93	\$3,899 92	\$304,916 97
August, 1866...	115,984 90	270,048 86	4,333 33	5,875 30	5 65	396,248 04
September, 1866	117,909 60	218,705 24	4,333 33	7,381 66	787 37	349,117 71
October, 1866..	135,658 78	277,580 55	4,333 33	13,704 65	4,788 03	436,065 34
November, 1866.	108,141 00	228,647 61	4,333 33	12,754 63	953 92	354,830 49
December, 1866.	103,000 00	145,467 71	4,333 34	11,530 54	409 40	264,740 99
January, 1867..	80,961 90	140,933 59	4,333 34	11,425 18	20 00	237,674 00
February, 1867.	73,840 25	112,034 26	4,333 33	10,494 12	91 52	200,793 49
March, 1867....	101,096 65	151,651 68	4,333 34	12,408 24	1,140 07	270,629 98
April, 1867.....	102,562 55	194,693 56	4,333 33	13,527 63	1,934 72	317,051 79
May, 1867.....	93,972 00	217,564 68	4,333 33	12,375 09	832 92	329,078 02
June, 1867.....	95,615 00	192,126 91	4,333 34	10,889 09	1,846 16	304,810 50
Totals	1,224,974 36	2,344,423 82	52,000 00	127,849 06	16 709 88	3,765,956 91

EXPENSES OF MAINTAINING THE ROAD AND REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and road-way, excepting cost of iron.....	\$566,874 15
Cost of iron used in repairs.....	163,496 68
Cost of ties	91,967 12
Repairs of buildings	48,180 43
Repairs of fences and gates.....	1,782 55
Repairs of bridges	95,272 29
Taxes on real estate.....	69,047 11

Total.....\$1,036,620 33

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders	\$236,410 80
Repairs of passenger and baggage cars.....	57,991 37
Repairs of freight cars	150,678 70
Repairs of tools and machinery in shops	15,679 94
Incidental expenditures, oil, fuel, clerks, watchmen, &c., about shops	9,713 85

Total.....\$470,474 66

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.....	\$34,529 16
Agents and clerks.....	122,963 77
Labor, loading and unloading freight	9,670 76
Porters, watchmen, switch-tenders and laborers	146,067 05
Conductors, baggage and brakemen.....	133,669 50
Engineers and firemen.....	162,537 46
Fuel, cost and labor of preparing for use	312,806 69
Oil and waste for engines and tenders, oil and waste for freight cars, oil and waste for passenger and baggage cars.....	63,900 26
Loss and damage of goods and baggage.....	16,488 15
Damage for injury of persons.....	9,911 65
Damage to property, including damages by fire and cattle killed on road ..	44,052 91
General superintendence, including salaries of officers	25,573 20
Contingencies.....	61,998 62
Foreign agencies, advertising.....	24,576 25
Mail expenses.....	799 00
Telegraph expenses	33,593 63
Ferryage	25,278 59
United States revenue taxes.....	49,414 82
Rents.....	15,489 69

Total.....\$1,293,350 84

AGGREGATE OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

Total receipts during the year\$3,765,956 91

PAYMENTS.

Payments during the year, as follows :

Expensee of maintaining the road and real estate of the Com- pany	\$1,036,620 33
Expenses of repairs of machinery	470,474 66
Expenses of operating the road	1,293,350 84
For payment of interest	1,053,500 00
For payments to all other sources (additional equipment &c.) ..	634,201 88
Total	<u>4,488,147 71</u>

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms ?

The United States Express Company and the Merchants Union Express Company. Price, \$210 per day each.

FENCING.

The whole length of road unfenced on either side, and the reason therefor ?

Of the 75 5-10 miles of railway located in the State of Ohio, there remains about four miles of fences to be built, which will be completed as soon as practicable. The reason for the delay of this work has been the want of means, *i. e.* poverty.

ACCIDENTS.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year ?

December 1st, 1866.—Train No. 3, going west, run over, near Oakland, a man named Jerry Robinson, who was intoxicated and asleep upon the track. Every possible effort was made by the engineer to stop the train, but without success. The man was knocked senseless, left arm broken, and head badly cut. He lived a few days only after the accident. When found, he had a bottle of whisky, and he was reported a habitual drunkard.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

DIRECTORS.

Azariah Boody	New York.
James Spears	Lafayette.
Isaac H. Knox	New York.
George Cecil	Logansport.
James R. Jesup	New York.
William Kidd	New York.
Edwin C. Litchfield	New York.
Leroy M. Wiley	New York.

Edward Wells	Johnstown, N. Y.
Warren Colburn	Toledo.
John Ross	New York.
William A. White	New York.
James Dunlap	Jacksonville.
E. A. Chapin	Springfield.
J. N. Drummond	Toledo.

OFFICERS.

Azariah Boody	President, New York.
Warren Colburn	Vice President, Toledo.
J. N. Drummond	Sec'y and Treasurer, Toledo.
Chas. H. Peirce	Transfer Agent, New York.

OFFICERS OF THE LINE.

E. A. Chapin	General Superintendent, Springfield.
James E. Baker	Sup't Eastern Division, Lafayette.
Thomas L. Knap	Sup't Western Division, Springfield.
Robert Andrews	Ass't Sup't Eastern Division, Toledo.
John U. Parsons	General Passenger Agent, Toledo.
Charles Knox	Gen'l Eastern Freight Ag't, Toledo.
W. W. Booraem	Gen'l West. Freight Ag't, Springfield.
John E. Carpenter	Paymaster, Toledo.
Calvin Bullock	Accountant, Toledo.
D. A. Collins	Resident Engineer, Toledo.
J. I. Nettle	Supply Agent, Toledo.
Wm. F. Ray	Master Mechanic, Fort Wayne.
Thomas G. Gorman	Master Mechanic, Springfield.
H. A. Robinson	Master of Car Repairs, Toledo.
H. C. Goodell	Traveling Passenger Agent, Toledo.
W. P. Robinson	Freight Agent, New York.

State of Ohio, County of Lucas, ss.:

Jno. N. Drummond, Secretary and Treasurer of the Toledo, Wabash and Western Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1867, according to the best of his knowledge and belief.

(Signed.)

JNO. N. DRUMMOND,

Secretary and Treasurer.

Subscribed and sworn to, before me this 25th day of October, A. D. 1867.

[SEAL.]

CHARLES DODGE,

Notary Public of said county.

COLUMBUS AND HOCKING VALLEY RAILWAY COMPANY.

NOW IN PROCESS OF CONSTRUCTION.

CHARACTERISTICS OF THE ROAD

The length of line 75 miles.

GRADES AND CURVATURE.

			Ascending.		Descending.	
	Miles.	Feet.	Miles.	Feet.	Miles.	Feet.
Maximum grade, 26 40	4	3,120	2	2,940	2	180
Level grade	30	4,598				
Level to 20 feet	34	1,210	7	4,550	26	1,940
From 20 feet to 26.40	5	3,050	4	2,030	1	1,620
Total miles	75	1,418	14	4,240	29	3,140
Total rise and fall			Rise, 245 43-100 ft.		Fall, 324 16-100 ft	

No continuous grade one mile in length, over 15 feet.

	Miles.	Feet.
Number of miles of straight line	51	90
Number of miles of curved line	24	1,328
Total	75	1,418
Number of curves, 111.		
Number of miles curved with 5,730 feet radius, or more	2	1,896
“ “ “ 2,865 “ or between 2,865 and 5,730	9	188
“ “ “ 1,433 “ “ 14,33 “ 2,865	10	3,307
“ “ “ 955 “ “ 955 “ 1,433	2	1,217
Total	24	1,328

Minimum radius of curvature, 955 feet.

Total degrees of curvature' 3321° 30'.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

DIRECTORS.

Peter Hayden	New York.
Wm. Dennison	Columbus, Ohio.
Geo. W. Parsons	“ “
Wm. G. Desbler	“ “
W. B. Brooks	“ “
Isaac Eberly	“ “
B. E. Smith	“ “
Theodore Comstock	“ “
M. M. Green	“ “
D. Tallmadge	Lancaster, “
J. C. Garrett	Logan, “
E. H. Moore	Athens, “
Wm. P. Cutler	Marietta, “

OFFICERS.

Peter Hayden.....	President, Columbus, Ohio.
M. M. Green	Vice-President, " "
J. J. Janney	Secretary and Treasurer, Columbus, Ohio.
W. W. Evans	Engineer, Columbus, Ohio.

State of Ohio, County of Franklin, ss.

M. M. Green, Vice-President of the Columbus and Hocking Valley Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1867, according to the best of his knowledge and belief.

(Signed)

M. M. GREEN,
Vice-President.

Subscribed and sworn to before me this 30th day of November, A. D. 1867.

GEO. B. WRIGHT,
Commissioner.

19—COM. RAILROADS.

TARIFF RATES FOR THE TRANSPORTATION OF PASSENGERS AND FREIGHT.

RATES ALLOWED BY LAW, AND THOSE CHARGED AS PER TARIFF SHEETS.

The following abstracts will exhibit respectively the rates allowed by the various charters and general laws under which they were incorporated, of the railroads in Ohio, and the rates actually charged as per Tariff Sheets (showing rate per mile, and per ton per mile).

A majority of the companies in the legal rates allowed to be charged for the transportation of persons and property, are subject to the provisions of "An act regulating railroad companies," passed February 11, 1848. (S. & C., Vol. 1, p. 271 ; O. L., Vol. 46, p. 40). This law fixes rates as follows :

"Section 12. Such corporation may demand and receive for the transportation of passengers on said road, not exceeding *three and one-half cents* per mile, and for the transportation of property not exceeding *five cents per ton per mile*, when the same are transported a distance of thirty miles or more, and in case the same are transported for a less distance than thirty miles, such reasonable rate as may be from time to time fixed by said company ; at any time after the expiration of ten years from the time any such road may be put in operation, it shall be lawful for the general assembly to prescribe the rates to be charged for the transportation of persons or property upon said road, should they be deemed too high, and may exercise the same power ten years thereafter: Provided that no reduction shall be made, unless the net profits of the company, on an average for the previous ten years, shall amount to a sum equal to ten *per centum per annum* upon its capital, and then not so as to reduce the future probable profits below the said per centum."

In making the tables I have followed the tariff sheets furnished me by each company under Circular No. 1, of May 1, 1867, selecting such distances and corresponding stations as I thought would give a general average of the entire line. The stations are selected without regard to their importance, but so as to give the most desirable distances.

In the special rates where car loads are given without specifying the number of tons, I have adopted the usual weight given by other companies.

It was my purpose to give the through rates for longest distance on several lines, but this I am unable to do as the rates have not been furnished me, and beside, these rates vary with the season and competition



ABSTRACT GIVING AGGREGATES OF PRINCIPAL ITEMS, PREPARED FROM THE RETURNS OF THE SEVERAL RAILROAD COMPANIES IN OHIO, FOR THE YEAR ENDING JUNE 30, 1867.

RAILROAD COMPANIES.	ENTIRE LINE.			FOR SO MUCH OF LINES AS LIE IN OHIO.										FOR ENTIRE LINE.		ACCIDENTS IN OHIO.	
	Capital Stock.	Debt.	Total miles of iron, including branches, double track, sidings, etc.	Capital Stock.	Debt.	Length of road—single main track laid with iron.	Length of double main track.	Length of branches.	Length of sidings and other tracks.	Total miles of iron.	Total number of persons employed in operating the roads.	Receipts during the year ending June 30, 1887.	Expenditures during the year ending June 30, 1887.	Number of persons killed.	Number of persons injured.		
Atlantic and Great Western } Cleveland and Mahoning } Bellefonte } Central Ohio } Cincinnati, Dayton and Eastern } Sandusky and Cincinnati } Springfield and Columbus } Cincinnati, Hamilton and Dayton } Dayton and Michigan } Cincinnati, Richmond and Chicago } Cincinnati and Zanesville } Cleveland, Columbus and Cincinnati } Cleveland and Pittsburgh } Cleveland and Toledo } Cleveland, Zanesville and Cincinnati } Columbus and Indianapolis Central } Cleveland, Painesville and Ashtabula } Carrollton and Oacida } Cincinnati and Indiana } Dayton and Union } Iron } Junction (Cincinnati and Indianapolis) } Little Miami } Columbus and Xenia } Dayton and Xenia } Dayton and Xenia } Lake Erie and Louisville } Michigan Southern and Northern Indiana } Detroit, Monroe and Toledo } Marietta and Cincinnati } Ohio and Mississippi } Pittsburgh, Columbus and Cincinnati } Pittsburgh, Fort Wayne and Chicago } Sandusky, Mansfield and Newark } Toledo, Wabash and Western }	\$30,000,000 00 2,056,400 00 4,420,000 00 3,000,000 00 155,000 00 445,596 44 196,000 00 3,260,800 00 2,388,063 57 374,100 00 1,000,000 00 1,669,361 00 6,000,000 00 5,391,775 00 5,000,000 00 369,673 56 2,890,200 00 6,000,000 00 98,000 00 2,000,000 00 63,500 00 134,000 00 1,962,195 75 3,572,400 00 1,786,260 00 1,786,260 00 309,276 65 1,211,700 00 10,601,200 00 14,256,253 42 2,050,000 00 1,983,140 87 9,987,135 55 900,235 70 6,700,000 00	\$31,119,444 23 1,652,200 00 1,624,000 00 2,566,630 67 565,000 00 1,362,873 49 150,000 00 2,260,000 00 4,008,917 96 573,830 68 1,300,000 00 1,669,361 00 425,000 00 3,449,600 00 2,872,185 00 1,198,561 39 4,426,173 00 1,500,000 00 3,000 00 2,000,000 00 542,327 25 55,959 32 1,600,000 00 1,400,000 00 248,000 00 248,000 00 738,203 75 512,000 00 9,160,840 00 4,838,448 88 2,050,000 00 6,739,000 00 12,937,698 49 2,150,000 00 14,120,000 00	M. 505 T. 680 +203 154 154 190 21 176 156 44 139 205 248 270 173 65 230 136 12 31 33 14 71 128 190 16 491 38 380 298 145 641 125 149	T. 680 T. 1 T. 119 T. 137 T. 21 T. 720 T. 21 T. 730 T. 480 T. 550 T. 800 T. 820 T. 440 T. 370 T. 750 T. 136 T. 217 T. 085 T. 200 T. 572 T. 32 T. 500 T. 930 T. 190 T. 800 T. 800 T. 450 T. 380 T. 800 T. 800 T. 250 T. 396 T. 600	\$19,646,999 99 2,056,400 00 2,561,034 60 3,000,000 00 155,000 00 445,596 44 196,000 00 3,260,800 00 2,388,063 57 374,100 00 573,830 68 1,300,000 00 1,669,361 00 425,000 00 3,449,600 00 2,872,185 00 1,198,561 39 4,426,173 00 1,500,000 00 3,000 00 2,000,000 00 542,327 25 55,959 32 1,492,307 38 2,400,000 00 248,000 00 248,000 00 309,276 65 1,211,700 00 1,843,686 00 4,838,448 88 2,231,150 00 1,983,140 97 6,739,000 00 651,770 64 2,150,000 00 2,042,259 30	M. 246 T. 020 T. 119 T. 137 T. 20 T. 155 T. 20 T. 51 T. 141 T. 38 T. 132 T. 137 T. 137 T. 152 T. 113 T. 60 T. 115 T. 136 T. 12 T. 20 T. 31 T. 13 T. 20 T. 128 T. 84 T. 54 T. 15 T. 40 T. 37 T. 12 T. 7 T. 190 T. 251 T. 116 T. 75	T. 020 T. 1 T. 119 T. 137 T. 20 T. 155 T. 20 T. 51 T. 141 T. 38 T. 132 T. 137 T. 137 T. 152 T. 113 T. 60 T. 115 T. 136 T. 12 T. 20 T. 31 T. 13 T. 20 T. 128 T. 84 T. 54 T. 15 T. 40 T. 37 T. 12 T. 7 T. 190 T. 251 T. 116 T. 75	M. 85 T. 160 T. 49 T. 520 T. 439 T. 090 T. 17 T.									

* Operated by one organization. † Main track and branches, (does not include sidings) ‡ Includes only main line. § Nearly all double gauge. ¶ For roads lying only partly in Ohio; stock and debt are estimated according to number of miles included in Atlantic and Great Western. a 45,920 miles of this is double gauge. b 9,470 miles of this is double gauge. c Most all double gauge. d In the remarks of the Commissioner, under the head of "The Importance of the Railway Interests of the State," page 6, the amount of the gross earnings of the several corporations is given at \$43,612,001.40. Since the general aggregate from which those figures were taken was made, the earnings of the Springfield and Columbus Railway Company have been added; hence discrepancy. (1) Entire line (not all in Ohio.) M—Miles. T—One-thousandths of a mile. d None reported.

The general average will be found in the reports of the various companies under the head of "Rates." It is admitted by nearly every railway official that the through rates are not compensatory and are disproportioned to the local rates.

Any discrepancy appearing between the rates given in the returns of the several railway companies and the following abstracts, may, I think, be accounted for on the ground that the former are made on a general average, while the latter are taken from the local tariff sheets.

ATLANTIC AND GREAT WESTERN RAILWAY COMPANY.

RATES FIXED BY LAW.

That part of the road in Ohio chartered March 10, 1851, under name of Franklin and Warren R. R. Co. (O. L., vol. 49, p. 444) under the provisions of "An act regulating railroad companies," passed Feb. 11, 1848. (See section 12 of said law, prescribing rates, on page 292.)

Mahoning Branch (Cleveland and Mahoning R. R.), chartered Feb. 22, 1848 (O. L., vol. 46, p. 227), under same law. (See section 12 of said act, on page 292.)

RATES CHARGED AS PER TARIFF SHEETS.

RATES FOR PASSENGERS.

Stations—From and to.	Miles.	Ticket rates.	
		Rates from and to points named.	Rates per mile.
From Cincinnati to Salamanca	447	\$14.20	cts. 3.18
From Dayton to Galion	103	3.75	3.64
From Snyder's to Richwood	51	1.85	3.62
From Osborn to Urbana	25	.90	3.60
From Osborn to Springfield	11	.50	4.55
MAHONING DIVISION.			
From Cleveland to Youngstown	67	2.40	3.58
From Youngstown to Garrettsville	30	1.10	3.66
From Warren to Brier Hill	11	.45	4.09

RATES OF FREIGHT.

Stations—From and to.	Miles.	1st Class.		2d Class.		3d Class.		4th Class.		Car load (10 tons) rates.			
		Per 100 pounds.		Per 100 pounds.		Per 100 pounds.		Per 100 pounds.		4th Class.		Class A.	
		cts.	Per ton per mile.	cts.	Per ton per mile.	cts.	Per ton per mile.	cts.	Per ton per mile.	Per car load.	Per ton pr. m.	Per car load.	Per ton pr. m.
From Salamanca to Dayton.....	387	\$1 01	5.22	86	4.44	70	3.62	53	2.74	\$88 00	2.27	\$71 00	1.83
From Dayton to Baconsburgh.....	234	67	5.72	56	4.79	46	3.93	35	2.93	59 00	2.52	47 00	2.01
From Dayton to Warren.....	226	64	5.66	54	4.78	44	3.89	34	3.01	57 00	2.52	46 00	2.04
From Osborn to Ashland.....	126	40	6.35	34	5.39	25	4.44	22	3.49	37 00	2.93	29 00	2.30
From Dayton to Galion.....	103	35	6.79	30	5.82	25	4.85	20	3.88	33 00	3.20	26 00	2.52
From Snyder to Richwood.....	51	19	7.45	18	7.06	15	5.84	13	5.10	19 00	3.73	16 00	3.14
From Snyder to Lewisburgh.....	32	14	8.75	12	7.50	11	6.87	9	5.62	14 00	4.37	12 00	3.75
From Windsor to Bridgeport.....	29	14	9.65	12	8.27	11	7.58	9	6.21	14 00	4.83	12 00	4.14
From Osborn to Urbana.....	25	13	12.38	11	8.80	9	7.20	7	5.60	12 00	4.80	10 00	4.00
From Osborn to Springfield.....	11	12	21.82	10	18.15	8	14.55	6	10.91	10 00	9.09	8 00	7.37
MAHONING DIVISION.													
From Cleveland to State line.....	78	28	7.18	23	5.89	21	5.38	17	4.36	27 00	3.46	21 00	2.69
From Girard to Mantua.....	32	14	8.75	12	7.50	11	6.88	9	5.62	14 00	4.37	12 00	3.75
From Niles to Mantua.....	28	14	10.00	12	8.57	11	7.86	9	6.43	14 00	4.99	12 00	4.29
From Newburgh to Solon.....	10	12	24.00	10	20.00	8	16.00	6	12.00	10 00	10.00	8 00	8.00

NOTE.—Coal tariff on this road (the Atlantic and Great Western) \$10 per car load of 10 tons—or 3½ cents per mile—for distances of 30 miles and under; for distances over 30 miles the rate per ton decreases as distance increases, 2 cents per ton per mile being the minimum rate.

BELLEFONTAINE RAILWAY.

RATES FIXED BY LAW.

That part of the road in Ohio, chartered February 25th, 1848, under the name of Bellefontaine and Indiana Railroad, (O. L. Vol. 46, p. 275), under the provisions of "An act regulating railroad companies," passed February 11, 1848. (See section 12 of said law prescribing rates on page 292.)

RATES CHARGED AS PER TARIFF SHEETS.

PASSENGER RATES.

Stations—From and to. (Between Crestline and Indianapolis.)	Miles.	Ticket Rates.	
		Rate from and to points named.	Rate per mile.
From Crestline to Indianapolis*	207	\$7.40	cts. 3.57
" Crestline to Union"	123	4.40	3.58
" Galion to Versailles	101	3.60	3.56
" Marion to DeGraff	50	1.80	3 60
" Cary's to Harper	24	.95	3.96
" Bryant's to Slick's	10	.50	5.

* There is a discrepancy of one mile between passenger and freight tariff between these stations.

RATES FOR FREIGHT.

Stations—From and to.	Miles.	1st Class.		2d Class.		3d Class.		Special Rates.					
		Per 100 pounds.		Per 100 pounds.		Per ton per mile.		Horses, cattle and mules in S. D. cars, and sheep in D. D. cars.		Hogs and sheep in S. D. cars.		Coal, brick, pig iron, stone, lime, baled hay, bark, etc.	
		Per ton per mile.		Per ton per mile.		Per ton per mile.		Per car 10 tons.		Per car 7 tons.		Per car 10 tons.	
		cts.	cts.	cts.	cts.	cts.	cts.	Per car 10 tons.	Per ton 10 tons.	Per car 7 tons.	Per ton 7 tons.	Per car 10 tons.	Per ton 10 tons.
From Indianapolis to Crestline....	206	50	4.88	40	3.88	30	2.91	\$50 00	cts. 2.42	\$40 00	cts. 2.77	\$40 00	cts. 1.94
" Crestline to Union.....	122	35	5.73	28	4.59	20	3.28	38 00	3 17	30 00	3.57	28 00	2.33
" Crestline to Johnson's Mills..	110	33	6.00	26	4.73	19	3.45	36 00	3.27	29 00	3.77	27 00	2.45
" Marion to DeGraff.....	50	24	9.60	20	8.00	14	5.60	20 00	4.00	16 00	4.56	15 00	3.00
" Marion to Rushsylvania.....	31	20	12.90	18	11.61	12	7.74	14 00	4.67	11 00	5.23	10 00	3.33
" Galion to Caledonia.....	11	10	18.18	8	14.55	5	9.09	10 00	5.00	8 00	5.70	7 50	3.75

CENTRAL OHIO (C. O. DIVISION OF B. AND O.) RAILROAD.

RATES FIXED BY LAW.

Section 11 of original charter, dated February 8, 1847, (O. L. Vol. 45, p. 178), provides: "That said corporation may demand and receive from all persons traveling on said road, or for the transportation of property, such rates of toll as the said corporation may think reasonable."

Amendment March 8, 1849, (O. L. Vol. 47, p. 161): "That the Central Ohio Railroad Company shall possess all the rights and privileges conferred upon railroad companies by the second, tenth and twelfth sections of the 'Act regulating railroad companies,' passed February 11, 1848." Said twelfth section fixes rates to be charged by company. (See section 12 of said law prescribing rates on page 292.)

RATES CHARGED AS PER TARIFF SHEETS.

RATES FOR PASSENGERS.

Stations—From and to.	Miles.	Ticket Rates.	
		Rate from and to points named.	Rate per mile.
From Columbus to Bellaire.....	137	\$4.60	cts. 3.36
" Taylor's to Burton's.....	104	3.65	3.51
" Barnesville to Zanesville.....	51	1.75	3.43
" Blackhand to Sonora.....	22	.80	3.64
" Campbell's to Spencer's.....	10	.45	4.50

RATES FOR FREIGHT.

Stations—From and to.	Miles.	Special Rates for Car Loads.							
		1st Class.		2d Class.		3d Class.		4th Class.	
		Per ton per mile.		Per 100 pounds.		Per ton per mile.		Per 100 pounds.	
		Per ton per mile.		Per 100 pounds.		Per ton per mile.		Per 100 pounds.	
		cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
From Columbus to Bellaire.....	137	40	5.84	35	5.10	30	4.44	25	3.65
“ Taylor's to Glencoe.....	119	40	6.72	35	5.88	30	5.04	25	4.20
“ Pleasant Valley to Salesville	50	22	8.80	18	7.20	16	6.40	14	5.60
“ Pleasant Valley to Cassell's.	31	17	10.97	14	9.03	12	7.74	11	7.10
“ Spencer's to Campbell's.....	10	11	22.00	10	20.00	9	18.00	8	16.00

CINCINNATI, DAYTON AND EASTERN RAILROAD.

RATES FIXED BY LAW.

This company has no road of its own, but operates the Sandusky and Cincinnati, and the Springfield and Columbus Railroads.

The charter of the Sandusky and Cincinnati (old Mad River and Lake Erie) Railroad, granted January 5, 1832 (O. L., vol. 30, p. 15), or that part referring to rates (sec. 20), reads as follows: "They (the company) shall have power to charge for tolls on passengers, goods, produce, merchandize, or property of any kind whatsoever, transported by them or by others along said railway, any sum not more than the tolls charged on the Ohio canals on the same kind of goods, merchandize, produce, or property of any other description, or passengers going in the same direction."

Springfield and Columbus R. R. Co., chartered March 2d, 1846 (O. L., vol. 44, p. 271), but reincorporated February 16, 1849 (O. L., vol. 47, p. 150), under provisions of the "act regulating railroad companies," passed February 11, 1848. (See section 12 of said law prescribing rates, on page 292.)

RATES CHARGED AS PER TARIFF SHEET.

PASSENGER RATES.

Stations—From and to.	Miles.	Ticket Rates.	
		Rates from and to points named.	Rate per mile.
			cts.
From Sandusky to Dayton	155	\$5 40	3.48
From Sandusky to Silver Creek	80	2 90	3.62
From Dayton to West Liberty	49 4-10	1 75	3.54
From Sandusky to Green Springs	22 1-10	80	3.62
From Sandusky to York	11 2-10	40	3.57

RATES FOR FREIGHT.

Stations—From and to.	Miles.	1st Class.		2d Class.		3d Class.		Class A.		Special Rates—By the car-load.					
		Per 100 pounds.		Per 100 pounds.		Per 100 pounds.		Per 100 pounds.		Class B.		Horses and Cattle.		Hogs and Sheep, per single deck car.	
		Per ton per mile.		Per ton per mile.		Per ton per mile.		Per ton per mile.		Per car load, 9 tons.	Per ton per mile.	Per car load, 9 tons.	Per ton per mile.	Per car load, 7 tons.	Per ton per mile.
		cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.						
From Dayton to Sandusky	155	50	6.45	40	5.16	30	3.87	20	2.58	\$30 00	2.15	\$40 00	2.86	\$36 00	3.31
From Sandusky to Bellefontaine.....	98	41	8.37	34	6.94	27	5.51	19	3.87	28 00	3.17	34 00	3.75	31 00	4.52
From Sandusky to Carey.....	50	27	10.80	23	9.20	20	8.00	13	4.20	21 00	4.56	24 00	5.34	24 00	6.86
From Dayton to Springfield	25	15	12.00	12	9.60	10	8.00	8	6.40	15 00	6.68	15 00	6.68	15 00	8.56
From Dayton to Kneislays.....	8	15	37.50	12	30.00	10	25.00	7	17.50	8 00	11.12	10 00	13.87	10 00	17.87

CINCINNATI, HAMILTON AND DAYTON, AND DAYTON AND MICHIGAN RAILROADS.

These two roads are operated under one management, and the Tariff Sheet is made jointly.

RATES FIXED BY LAW.

C. H. & D.—The original charter of the Cincinnati, Hamilton and Dayton R. R. Co. (granted March 2, 1846, O. L. vol. 44, p. 280 and section 9,) authorized said company to demand and receive for the transportation of persons and property over said road, "such rates of toll as the said corporation may think reasonable." A subsequent amendment, however, to the various acts relating to said company (March 15, 1849,) made it subject to the provisions of "an act regulating railroad companies," passed February 11, 1848; and as to rates, see section 12 of said law prescribing rates, on page 292.

Dayton and Michigan R. R. Co.—The charter of this company was granted March 5, 1851 (O. L., vol. 49, p. 440), under the provisions of the "act regulating railroad companies," passed February 11, 1848. (See section 12 as above.)

RATES CHARGED AS PER JOINT TARIFF SHEET.

RATES FOR PASSENGERS.

Stations—from and to.	Miles.	Ticket Rates.		Local Rates.*	
		Rate from and to points named.	Rate per Mile.	Rate from and to points named.	Rate per Mile.
			cts.		cts.
From Cincinnati to Toledo	202	\$7.25	3.59	....	....
From Cincinnati to Cridersville.....	125	4.50	3.60	....	....
From Sidney to Miamisburgh.....	51	1.90	3.72	....	....
From Columbus Grove to Wapakonetta.....	25	1.00	4.00	\$1.50	6.00
From Tontogany to Milton.....	10	.40	4.00	.60	6.00

* This is the rate charged passengers who fail to procure tickets before entering the cars. This "local rate" is charged only on distances under 30 miles. It ranges from 36½ to 150 per cent. in advance of regular ticket rates. (This regulation took effect October 1, 1867.)

RATES FOR FREIGHT.

Stations—From and to.	Miles.	1st Class.		2d Class.		3d Class.		4th Class.		Special Car-load Rates.					
		Per 100 pounds.		Per 100 pounds.		Per 100 pounds.		Per 100 pounds.		Hogs and Sheep.		Cattle and Horses.		Class A.	
		cts.	Per ton per mile.	cts.	Per ton per mile.	cts.	Per ton per mile.	cts.	Per ton per mile.	Per car load, 9 tons.	Per ton per mile.	Per car load, 9 tons.	Per ton per mile.	Per car load, 9 tons.	Per ton per mile.
From Cincinnati to Toledo	202	50	4.95	40	3.96	30	2.97	25	2.48	\$50 00	cts. 2.75	\$56 25	cts. 3.09	\$43 75	cts. 2.41
From Toledo to Brighton	200	50	5.00	40	4.00	30	3.00	25	2.50	50 00	2.77	56 25	3.12	43 75	2.43
From Lima to Busenbarks	100	35	7.00	27	5.40	23	4.60	18	3.60	37 50	4.17	41 25	4.58	31 25	3.47
From Piqua to Wapakonetta	31	18	11.61	14	9.03	12	7.74	9	5.81	17 50	6.26	18 75	6.67	16 25	5.84
From Sidney to Troy	10	15	30.00	12	24.00	10	20.00	7	14.00	12 50	13.90	15 00	16.70	12 50	13.90

CINCINNATI, RICHMOND AND CHICAGO RAILROAD.

RATES FIXED BY LAW.

Chartered February 8th, 1847, under name of Eaton and Hamilton Railroad (O. L., Vol. 45, page 97). Section 4, referring to rates, reads as follows: "Said corporation may demand and receive from all persons using or traveling upon said road, or for the transportation of property, such rates of toll as the said corporation may deem reasonable."

Act to amend and consolidate the several acts relating to said railroad company, passed March 7, 1851 (O. L., Vol. 49, p. 470), fixes rates same as in charter.

RATES CHARGED AS PER TARIFF SHEET.

RATES FOR PASSENGERS.

Stations—from and to.	Miles.	Ticket Rates.		Local Rates.*	
		Rates from and to points named.	Rate per mile.	Rates from and to points named.	Rate per mile.
From Richmond to Hamilton..	45	\$1 60	cts. 3.56	.....	cts.
" Richmond to Somerville .	31	1 10	3.55	.....	.....
" Hamilton to Eaton.....	28½	1 00	3.51	\$1 50	5.36
" Hamilton to Collinsville..	11½	40	3.48	60	5.22

* This is the rate charged passengers who fail to procure tickets before entering the cars. This "local rate" is charged only on distances under 30 miles. It ranges from 36½ to 150 per cent. in advance of regular ticket rates. (This regulation took effect Oct. 1, 1867.)

RATES FOR FREIGHT.

Stations—from and to.		Miles.	1st Class		2d Class.		3d Class.		4th Class.		Special Rates for Car-loads of 18,000 pounds.									
			Per 100 pounds.		Per ton per mile.		Per 100 pounds.		Per ton per mile.		Per 100 pounds.		Per ton per mile.		Hogs and Sheep.		Cattle and Horses.		Class A.	
															Per car-load.	Per ton per mile.	Per car-load.	Per ton per mile.	Per car-load.	Per ton per mile.
From Richmond to Hamilton		45½	cts. 20	8.79	cts. 15	6.59	cts. 12	5.27	cts. 12	5.27	\$15.00	cts. 3.67	\$16.00	cts. 3.91	\$15.00	cts. 3.66				
“ Hamilton to State Line		39½	20	10.13	15	7.59	12	6.08	12	6.08	15.00	4.23	16.00	4.51	15.00	4.23				
“ Hamilton to Eaton....		28½	15	10.53	12	8.42	9	6.31	8	5.61	13.00	5.05	14.00	5.47	13.00	5.05				
“ Eaton to Somerville...		14	12	17.14	9	12.86	7	10.00	6	8.57	10.00	7.93	12.00	9.50	10.00	7.93				

CINCINNATI AND ZANESVILLE RAILROAD.

RATES FIXED BY LAW.

Chartered February 4th, 1851, under the name of Cincinnati, Wilmington and Zanesville Railroad (O. L., Vol. 49, p. 424), under general law, to have "all the rights, privileges and franchises, and be subject to all the restrictions of the act entitled 'an act regulating railroad companies, passed February 11, 1848.'" (See section 12 of said act, prescribing rates, on page 292.)

RATES CHARGED AS PER TARIFF SHEETS.

RATES FOR PASSENGERS.

Stations—from and to	Miles.	Ticket Rates.	
		Rate from and to points named.	Rate per mile.
From Zanesville to Morrow	132	\$4 75	cts. 3.60
" Hick's to Wolf's	101	3 65	3.61
" Yellow Bird to New Lexington	50	1 80	3.60
" Bremen to Stoutsville.....	24	95	3.96
" Washington to New Holland	10	50	5.00

RATES FOR FREIGHT.

Stations—from and to.	Miles.	1st Class.		2d Class.		By the car-load of 16,000 pounds.					
		Per 100 pounds.	Per ton per mile.	Per 100 pounds.	Per ton per mile.	Cabinet, earthen, stone and wooden ware; lumber, hoop-poles, staves, salt, lime, etc., etc.		Cattle and Horses.		Hogs and Sheep.	
						Per car-load.	Per ton per mile.	Per car-load.	Per ton per mile.	Per car-load.	Per ton per mile.
From Morrow to Zanesville.....	132	cts. 46	cts. 6.97	cts. 37	cts. 5.61	\$43 20	cts. 4.09	\$47 50	cts. 4.45	\$43 20	cts. 4.09
" Zanesville to Jasper's.....	95	36	7.58	29	6.11	34 00	4.47	37 40	4.92	34 00	4.47
" Morrow to New Holland.....	51	24	9.41	18	7.06	22 40	5.49	24 65	6.04	22 40	5.49
" Zanesville to Wolf's.....	26	17	13.08	13	10.00	16 00	7.69	17 60	8.46	16 00	7.69
" Morrow to Clarkville.....	10	12	24.00	9	18.00	12 00	15.00	13 20	16.50	12 00	15.00

CLEVELAND, COLUMBUS AND CINCINNATI RAILROAD.

RATES FIXED BY LAW.

The original charter of the C. C. & C. R. R. Co., granted March 14th, 1836 (O. L., vol. 34, p. 533), fixed the rates allowed to be charged by said Company for the transportation of passengers not exceeding three cents a mile, and for freight not exceeding five cents per ton per mile.

Act to revive the act of incorporation, passed March 12, 1845 (O. L., vol. 43, p. 405), amends and repeals foregoing, and, in relation to rates, reads as follows (Sec.5): "The said company shall have power to demand and receive for the transportation of persons and property over said railroad, or any part thereof, such rates as the directors of said company may deem reasonable."

Springfield Branch—part of Springfield, Mt. Vernon and Pittsburgh—old Springfield and Mansfield Railroad, chartered March 21, 1850 (O. L., vol. 48, p. 294), under provisions of the "act regulating railroad companies," passed February 11, 1848. (See section 12 of said act prescribing rates, on page 292.

RATES CHARGED AS PER TARIFF SHEETS.

RATES FOR PASSENGERS.

Stations—From and to.	Miles.	Ticket rates.	
		Rate from and to points named.	Rate per mile.
			cts.
From Cleveland to Columbus.....	138	\$4.50	3.26
From Cleveland to Cardington	97	3.40	3.51
From Cleveland to New London	47	1.65	3.51
From Cleveland to Grafton	25	.90	3.60
From Cleveland to Berea	13	.45	3.46
SPRINGFIELD BRANCH.			
From Springfield to Delaware	50	1.75	3.50
From Springfield to Marysville	33	1.15	3.48
From Springfield to Milford	28	1.00	3.57
From Springfield to Catawba.....	12	.40	3.33

RATES FOR FREIGHT.

Stations—From and to.	Miles.	1st Class.		2d & 3d Class.		4th Class.		Special rates—Live stock.			
		Per 100 pounds.		Per 100 pounds.		Per 100 pounds.		Cattle and horses Sheep in double- deck cars—9 tons.		Hogs in double- deck cars—10 tons.	
		cts.	cts. per mile.	cts.	cts. per mile.	cts.	Per ton per mile.	Per car load.	Per ton.	Per car load.	Per ton.
From Cleveland to Columbus	138	40	5.80	25	3.62	20	2.90	\$30 00	2.41	\$40 00	2.90
From Cleveland to Galion	80	30	7.50	18	4.50	14	3.50	20 00	2.77	26 00	3.35
From Cleveland to New London	47½	22	9.26	14	5.89	10	4.21	15 00	3.51	20 00	4.21
From Cleveland to Grafton	25½	15	11.88	9	7.13	7	5.54	10 00	4.40	14 00	5.54
From Cleveland to Berea	13	10	15.38	7	10.77	6	9.23	8 00	6.85	11 00	8.46
SPRINGFIELD BRANCH.											
From Springfield to Delaware	50	22	8.80	15	6.00	12	4.80	18 00	4.00	24 00	4.80
From Springfield to Marysville	33	17	10.30	11	6.67	9	5.45	14 00	4.42	18 00	5.45
From Springfield to Milford	28	16	11.43	10	7.14	8	5.72	11 00	4.36	15 00	5.36
From Springfield to Catawba	12	10	16.67	7	11.67	6	10.00	9 00	8.33	12 00	10.00

CLEVELAND AND PITTSBURGH RAILROAD.

RATES FIXED BY LAW.

Chartered March 14, 1836. (O. L., vol. 34, p. 576.) That part of original charter referring to rates, reads as follows: "They (the company) shall have power to charge for tolls upon, and the transportation of persons, goods, produce, merchandize, or property of every description whatsoever, transported by them along said railway, any sum not exceeding the following rates: On all goods, merchandize, or property of any description whatsoever, transported by them, a sum not exceeding one and a half cents per mile for toll, and five cents per mile per ton for transportation, on all goods, produce, merchandize, or property of any description whatsoever, transported by them or their agents; and for the transportation of passengers, not exceeding three cents per mile for each passenger."

Act to revive and amend the act to incorporate, passed March 11, 1845 (O. L., vol. 43, p. 401), which fixes rates as follows: "For each person, not more than four cents per mile; and for each ton weight of property, not more than eight cents per mile; and in the same proportion for greater or less distance or weight."

RATES CHARGED AS PER TARIFF SHEETS.

RATES FOR PASSENGERS.

Stations—From and to.	Miles.	Ticket Rates.		Local Rates.*	
		Rate from and to points named.	Rate per mile.	Rate from and to points named.	Rate per mile.
			cts.		cts.
From Cleveland to Pittsburgh	150	\$5 00	3.33	\$6 00	4.00
From Cleveland to Rochester	124	4 10	3.31	5 05	4.07
From Newburgh to Jellido	100	3 50	3.50	4 10	4.10
From Zoar to Rootstown	49½	1 75	3.53	2 00	4.04
From Euclid Street to Hudson	23	90	3.91	95	4.13
From Euclid Street to Bedford	11	45	4.09	....	....

* Rate charged on cars when passenger fails to procure a ticket.

RATES FOR FREIGHT.

Stations—From and to.	Miles.	1st Class.		2nd Class.		3rd Class.		4th Class.		Class A. Class B.		Live Stock.					
		Per ton per mile.		Per 100 pounds.		Per ton per mile.		Per 100 pounds.		Per ton per mile.		Horses, Cattle and Mules.		Hogs in single-deck cars.		Sheep in single-deck cars.	
		cts.	ct	cts.	ct	cts.	ct	cts.	ct	cts.	ct	Per car-load	Per ton per mile.	Per car-load	Per ton per mile.	Per car-load	Per ton per mile.
From Cleveland to Pittsburgh.....	150 44	5.87	38	5.07	33	4.40	29	3.87	23	3.07	19	2.53	cts.	\$38 00	cts.	\$38 00	cts.
From Cleveland to Bellaire	141 44	6.24	38	5.39	33	4.68	29	4.11	23	3.26	19	2.69	cts.	\$40 00	cts.	38 00	cts.
From Cleveland to New Philadelphia.....	101 33	6.53	28	5.54	25	4.35	23	4.55	20	3.96	18	3.56	cts.	34 00	cts.	30 00	cts.
From Cleveland to Lima.....	51 24	9.41	20	7.84	18	7.06	15	5.88	13	5.10	12	4.71	cts.	23 00	cts.	21 00	cts.
From Cleveland to Hudson.....	26 18	13.85	15	11.54	13	10.00	12	9.23	10	7.69	9	6.92	cts.	16 00	cts.	15 00	cts.
From Cleveland to Bedford	14 14	20.00	13	18.57	12	17.14	10	14.28	9	12.86	8	11.43	cts.	14 00	cts.	13 00	cts.

CLEVELAND AND TOLEDO RAILROAD.

RATES FIXED BY LAW.

The present corporation was formed by the consolidation of the Junction Railroad Company and the Toledo, Norwalk and Cleveland Railroad Company.

The Junction Railroad was chartered March 2, 1846, (O. L. Vol. 44, p. 284). Section 11, referring to rates, reads as follows: "That said corporation may demand and receive from all persons traveling upon said road, or for the transportation of property, such rates of toll as the corporation may think reasonable."

Toledo, Norwalk and Cleveland Railroad, chartered March 7, 1850, (O. L. Vol. 48, p. 316), under provisions of "An act regulating railroads," passed February 11, 1848. (See section 12 of said act prescribing rates, on page 292).

RATES CHARGED AS PER TARIFF SHEETS.

RATES FOR PASSENGERS.

Stations—From and to.	Miles.	Ticket Rates.	
		Rate from and to points named.	Rate per mile.
From Cleveland to Toledo.....	113	\$3 60	cts. 3.18
“ Toledo to Ridgeville.....	92	3 25	3.53
“ Toledo to Monroeville.....	53	1 90	3 77
“ Sandusky to Brownhelm.....	25	90	3.60
“ Sandusky to Huron.....	10	45	4.50

RATES FOR FREIGHT.

Stations—From and to.	Special Rates.													
	1st Class.		2d Class.		3d Class.		4th Class.		Hogs and sheep in S. D. cars, and hay in boxes.		Hogs in double deck cars.			
	Per 100 pounds.	Per ton per mile.	Per 100 pounds.	Per ton per mile.	Per 100 pounds.	Per ton per mile.	Per 100 pounds.	Per ton per mile.	Per car load, 10 tons.	Per ton per mile.	Per car load, 11 tons.	Per ton per mile.		
SOUTHERN DIVISION.														
From Toledo to Cleveland.....	113	30	cts. 5.31	cts. 4.42	cts. 20	cts. 3.54	cts. 15	cts. 2.66	\$30 00	cts. 2.65	\$25 00	cts. 2.21	\$40 00	cts. 3.22
“ “ Ridgeville	92	30	6.52	5.43	20	4.35	15	3.26	30 00	3.26	25 00	2.72	39 00	3.86
“ “ Monroeville.....	53	23	8.68	6.79	14	5.28	10	3.77	19 00	3.59	19 00	3.58	27 00	4.62
“ “ Washington	22	16	14.54	12.73	10	9.09	6	5.45	13 00	5.91	11 00	5.00	19 00	7.86
“ “ Genoa	13	12	18.46	15.38	7	10.77	5	7.69	11 00	8.46	9 00	6.92	16 00	11.16
NORTHERN DIVISION.														
From Sandusky to Cleveland.....	61	20	6.56	4.92	12	3.93	10	3.28	18 00	2.95	15 00	2.46	23 00	3.43
“ “ Elyria	36	15	9.33	7.22	9	5.00	7	3.89	15 00	4.17	12 00	3.33	19 00	4.81
“ “ Vermillion	21	12	11.43	9.52	8	7.62	6	5.71	12 00	5.71	9 00	4.29	16 00	6.90
“ “ Huron	10	10	20.00	16.00	6	12.00	5	10.00	10 00	10.00	8 00	8.00	14 00	12.70

CLEVELAND, ZANESVILLE AND CINCINNATI RAILROAD.

RATES ALLOWED BY LAW.

Incorporated February 19, 1851, (by an amendment to the charter of the Cleveland and Pittsburg Railroad Company, which authorized said company to build this as a branch, (O. L. Vol. 49, p. 468), under the name of the "Akron Branch of the Cleveland and Pittsburg Railroad," subject to provisions of original charter and amendments thereto. (See Cleveland and Pittsburgh Railroad).

RATES CHARGED AS PER TARIFF SHEETS.

RATES FOR PASSENGERS.

Stations—From and to.	Miles.	Local Rate.	
		Rate from and to points named.	Rate per mile.
From Cleveland to Millersburgh.....	87	\$3 05	3.50
" Millersburgh to Hudson.....	61	2 10	3.44
" Hudson to Fredericksburgh.....	52	1 80	3.46
" Hudson to Clinton.....	27	95	3.52
" Hudson to Cuyahoga Falls.....	8	30	3.75

Fare from C. Z. and C. stations to Cleveland 5 per cent. less than this.

RATES FOR FREIGHT.

Stations—From and to.	Miles.	1st Class.		2d Class.		3d Class.		Class A.	
		Per 100 lbs.	Per ton per miles.	Per 100 lbs.	Per ton per mile.	Per 100 lbs.	Per ton per mile.	Per 100 lbs.	Per ton per mile.
From Cleveland to Millersburgh.....	87	cts. 31	cts. 7.13	cts. 29	cts. 6.67	cts. 26	cts. 5.97	cts. 16	cts. 3.68
" Millersburgh to Hudson.....	61	26	8.52	24	7.87	22	7.21	12	3.94
" Hudson to Orville.....	38	19	10.00	18	9.47	16	8.42	10	5.96
" New Portage to Apple Creek.....	26	16	12.31	14	10.77	12	9.23	9	6.92
" Apple Creek to Holmesville.....	10	12	24.00	12	24.00	10	20.00	8	16.00

SPECIAL RATES.

	Miles.	Coal and Coke.	
		Per ton.	Per ton per mile.
From Holmesville and Fredericksburgh to Cleveland.....	78	\$1 90	cts. 2.44
" Orville to Cleveland.....	64	1 70	2.66
" Clinton and Wolf Creek to Cleveland.....	53	1 60	3.02
" Cuyahoga Falls to Cleveland.....	34	1 35	3.97
For any distance under 15 miles.....	15	80	5.33
Over 15 and not exceeding 25 miles.....	25	95	3.80
" 25 " " 40 ".....	40	1 35	3.37
" 40 " " 60 ".....	60	1 60	2.67

COLUMBUS AND INDIANAPOLIS CENTRAL RAILROAD.

RATES FIXED BY LAW.

Chartered February 23, 1849, under name of Columbus, Piqua and Indiana Railroad (O. L., vol. 47, p. 155), under provisions of "an act regulating railroad companies, passed February 11, 1848. (See section 12 of said law prescribing rates, on page 292.)

RATES CHARGED AS PER TARIFF SHEETS.

RATES FOR PASSENGERS.

Stations—From and to.	Miles.	Ticket rates.	
		Rate from and to points named.	Rate per mile.
From Indianapolis to Columbus	188	\$6.30	cts. 3.35
From Columbus to Weaver's	101½	3.45	3.40
From Piqua to Unionville	51	1.95	3.82
From Scioto to Milford	24	1.00	4.17
From Milford to Pleasant Valley	11	.50	4.55
UNION BRANCH.			
From Horatio to Union	15	.60	4.00
From Pikeville to Woodington	4	.25	6.25

RATES FOR FREIGHT.

Stations—From and to.	Miles.	1st Class.		2d Class.		3d Class.		4th Class.	Special rates.					
		Per 100 pounds.		Per ton per mile.		Per 100 pounds.		Per ton per mile.		Horses, cattle and sheep in double-deck cars,		Class A.		Agricultural implements, machinery, fruit trees and household furniture.
		cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.			Per car, 10 tons.	Per ton per mile.	Per car, 9 tons. pr. mile.
From Indianapolis to Columbus...	188.55	5.85	47	5.00	41	4.36	35	3.72	cts.	\$45 00	2.66	\$35 00	1.86	\$44 00 2.60
From Columbus to Weaver's.....	100.42	8.40	34	6.80	28	5.60	23	4.60	cts.	29 00	3.22	22 00	2.20	28 00 3.11
From Piqua to Unionville.....	51.29	11.37	24	9.41	20	7.84	17	6.66	cts.	19 00	4.14	15 00	2.94	18 00 3.92
From Hilliards to Woodstock	23.22	19.13	18	15.65	15	13.04	12	10.43	cts.	13 00	6.26	10 50	4.56	12 00 5.78
From Pleasant Valley to Milford ..	11.15	27.27	12	21.82	10	18.18	8	14.55	cts.	10 00	10.09	8 00	7.27	10 00 10.09
UNION CITY BRANCH.														
From U. C. Junction to U. City....	20.20	20.00	16	16.00	14	14.00	12	12 00	cts.	12 00	6.65	9 50	11.75	11 00 6.10
From U. C. Junction to Pikeville..	9.15	33.33	12	26.67	10	22.22	8	17.78	cts.	10 00	12.33	8 00	8.89	10 00 12.33

CLEVELAND, PAINESVILLE AND ASHTABULA RAILROAD.

RATES FIXED BY LAW.

Chartered February 18th, 1848 (O. L., vol, 46, p. 184), under provisions of the “Act regulating railroad companies,” passed February 11th, 1848. (See section 12 of said act fixing rates, on page 292.

RATES CHARGED AS PER TARIFF SHEETS.

RATES FOR PASSENGERS.

Stations—From and to.	Miles.	Ticket rates.	
		Rate from and to points named.	Rate per mile.
From Cleveland to Erie.....	95½	\$3.00	cts. 3.14
From Cleveland to Saybrook	49¾	1.65	3.31
From Cleveland to Mentor	22¾	.80	3.53
From Cleveland to Euclid.....	9½	.30	3.15

RATES FOR FREIGHT.

Stations—From and to.	Miles.	1st and 2d Class.		3d and 4th Class.		Special rates.			
		Per ton per mile.		Per 100 pounds.		Cattle and sheep in double-deck cars—9 tons.		Hogs in single-deck cars—8 tons.	
		cts.	cts.	cts.	cts.	Per car load.	Per ton per mile.	Per car load.	Per ton per mile.
		cts.	cts.	cts.	cts.				cts.
From Cleveland to Erie.....	95	23	4.84	20	4.21	\$24 00	2.81	\$20 00	2.63
From Cleveland to Saybrook.....	49½	12	4.82	12	4.82	18 00	4.02	15 00	3.76
From Cleveland to Painesville.....	29	9	6.21	9	6.21	12 00	4.59	10 00	4.31
From Cleveland to Euclid.....	9	7	15.55	6	13.33	8 00	9.89	7 00	9.67

DAYTON AND UNION RAILROAD.

RATES FIXED BY LAW.

Chartered February 26, 1846, under name of "Greenville and Miami R. R. Co," (O. L. Vol. 44, p. 189) with all the powers, privileges, restrictions, &c., conferred by an act entitled "an act to incorporate the Dayton and Western Railroad Company, passed Feb. 13, 1836." (See Dayton and Western R. R. in abstract of L. M. & C. & X. R. R.)

RATES CHARGED AS PER TARIFF SHEETS.

RATES FOR PASSENGERS.

Stations — From and to.	Miles.	Ticket rates.	
		Rate from and to points named.	Rate per mile.
From Dayton to Union	47	1.70	3.62
“ Union to Dodson	32	1.20	3.75
“ Baltimore to Hillgrove.....	25	.95	3.80
“ National Road to Arcanum	10	.40	4.00

RATES FOR FREIGHT.

Stations — From and to.	Miles.	1st Class.		2d Class.		3d Class.		4th Class.		Car load rates.			
		Per 100 pounds.	Per ton per mile.	Per 100 pounds.	Per ton per mile.	Per 100 pounds.	Per ton per mile.	Per 100 pounds.	Per ton per mile.	Horses, cattle, mules, hogs, sheep and poultry.		Class A.	
										Per car, 9 tons.	Per ton per mile.	Per car, 9 tons.	Per ton per mile.
From Union to Dayton	47	cts. 24	cts. 10.21	cts. 22	cts. 9.36	cts. 20	cts. 8.51	cts. 12	cts. 5.11	\$17.00	cts. 4.02	\$17.00	cts. 4.02
" " Dodson to Union	32	21	13.12	19	11.87	17	10.62	10	6.25	14.00	4.87	14.00	4.87
" " National Road to Hillgrove	28	21	15.00	18	12.86	17	12.14	9	6.43	13.50	5.36	14.00	5.57
" " Gordon to Jays	10	14	23.00	11	22.00	9	18.00	7½	15.00	9.00	10.00	9.00	10.00
" " Dayton to Higgins	7	10	28.57	9	25.71	8	22.86	6	17.14	9.00	14.28	9.00	14.28

IRON RAILROAD.

RATES FIXED BY LAW.

Chartered March 7, 1849 (O. L. Vol. 47, page 160), under the provisions of "an act regulating railroad companies," passed February 11, 1848. (See Section 12 of said law prescribing rates, on page 292.)

RATES CHARGED AS PER TARIFF SHEETS.

RATES FOR PASSENGERS.

Stations—from and to.	Miles.	Ticket Rates.	
		Rate from and to points named.	Rate per mile.
From Ironton to Centre.....	13	cts. 50	cts. 3.84
“ “ Lawrence.....	10	40	4.00
“ “ Vesuvius	6	25	4.17

JUNCTION (CINCINNATI AND INDIANAPOLIS) RAILROAD.

RATES FIXED BY LAW.

Chartered February 15, 1848, by the State of Indiana; right of way in Ohio granted by legislative enactment, March 8, 1849 (O. L. Vol. 47, p. 160), subject to provisions of the "act regulating railroad companies," passed February 11, 1848. (See Section 12 of said law prescribing rates, on page 292.)

RATES CHARGED AS PER TARIFF SHEETS.

RATES FOR PASSENGERS.

Stations—from and to.	Miles.	Ticket Rates.	
		Rate from and to points named.	Rate per mile.
From Hamilton to Cambridge City	54	\$2 20	cts 4.07
“ College Corner to Hamilton	20	95	4.75
“ Hamilton to Woods	10	50	5.00

RATES FOR FREIGHT.

Stations—from and to.	Miles.	1st Class.				2d Class.				3d Class.				4th Class.		Special Rates for Car-loads of 9 tons.							
		Per 100 pounds.		Per ton per mile.		Per 100 pounds.		Per ton per mile.		Per 100 pounds.		Per ton per mile.		Per 100 pounds.	Per ton per mile.	Hogs and Sheep.		Horses and Cattle.		Class A.		Pig-iron.	
		cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.			Per car.	Per ton per mile.	Per car.	Per ton per mile.	Per car.	Per ton per mile.	Per ton.	Per ton per mile.
From Cambridge City to Cincinnati ..	79	35	8.36	32	8.10	30	7.59	25	6.33	cts.	cts.	cts.	cts.	\$30 00	4.22	\$30 00	4.22	\$30 00	4.22	\$30 00	4.22	\$3 50	4.43
" Hamilton to Cambridge City ...	54	30	11.11	28	10.37	26	9.63	22	8.11	20 00	4.11	20 00	4.11	20 00	4.11	20 00	4.11	20 00	4.11	25 00	5.15	2 25	4.17
" College Corner to Hamilton ...	20	18	18.00	15	15.00	12	12.00	10	10.00	11 00	6.10	11 00	6.10	11 00	6.10	11 00	6.10	11 00	6.10	14 00	7.80	1 50	7.50
" Hamilton to Woods	10	15	30.00	12	24.00	10	20.00	9	18.00	10 00	11.10	10 00	11.10	10 00	11.10	10 00	11.10	10 00	11.10	13 00	14.40	1 25	12.50

LITTLE MIAMI AND COLUMBUS AND XENIA RAILROAD COMPANIES.

Under the above name, and one superintendency, the following railroads are operated: The Little Miami, the Columbus and Xenia, the Dayton, Xenia and Belpre, and the Dayton and Western. The charters of the respective corporations fix the rates allowed to be charged, as follows:

Little Miami Railroad, chartered March 11, 1836, (O. L. vol. 34, p. 404.) Original charter fixed rates as follows: "On all goods, merchandise, or property of any description transported by them, a sum not exceeding one and a half cents per mile for toll, five cents per ton, per mile, for transportation; and for the transportation of passengers, not exceeding three cents per mile for each passenger." Amendment Feb. 19, 1840, authorizing said company to "demand and receive, for tolls on passengers, goods &c., &c., any sum not more than the tolls charged on the Ohio canals, on the same kind of goods, &c., and passengers going in the same direction." (O. L. vol. 38, p. 72.) Subsequent amendment, March 14, 1850, (O. L. vol. 48, p. 267), that said company "may demand and receive for the transportation of passengers or property, on their road, either as originally made or as re-located, the same rates upon their road as is allowed by the act regulating railroads generally, and no more." Rates now under section 12 of "act regulating railroads," passed Feb. 11, 1848. (See section 12, on page 292.)

Columbus and Xenia Railroad, chartered March 12, 1844, (O. L. Vol. 42, p. 194), rates fixed in original charter same as charged on canals, &c. (See first amendment to charter of L. M. R. R. above.)

Dayton, Xenia and Belpre Railroad, chartered Feb. 19, 1851, (O. L. vol. 49, p. 433), under general law. Rates fixed by section 12 of the "act regulating railroad companies," passed Feb. 11, 1848. (See section 12 of said law prescribing rates, on page 292.)

Dayton and Western Railroad, chartered Feb. 14, 1846, (O. L. vol. 44, p. 93). Section 11 of charter provides as follows: "That said corporation may demand and receive from all persons using or traveling upon said road, or for the transportation of property, such rates of toll as the said corporation may think reasonable, which rates they shall have posted up in some public place at each of the depots. After the lapse of ten

years from the completion of the road, the State shall have the power to reduce the prices for transporting persons or property upon said road, should such prices, in the opinion of the Board of Public Works, be unreasonably high."

RATES CHARGED AS PER TARIFF SHEETS.

RATES FOR PASSENGERS.

Stations—From and to.	Miles.	Ticket Rates.		Local Rates. *	
		Rate from and to points named.	Rate per mile.	Rate from and to points named.	Rate per mile.
Between Cincinnati and Columbus—			cts.		cts.
From Cincinnati to Columbus	120	\$4 00	3.33	-----	----
“ “ London	94	3 35	3.56	-----	----
“ “ Corwin	51	1 80	3.53	-----	----
“ “ Butterworth	25	90	3.60	\$1 35	5.40
“ “ Plainville	10	40	4.00	60	6.00
Between Xenia and Dayton—					
From Xenia to Dayton	16	60	3.75	90	5.63
“ “ Hawkers	12	40	3.33	60	5.00
Between Xenia and Springfield—					
From Xenia to Springfield	19	70	3.68	1 00	5.26
“ “ Yellow Springs	10	40	4.00	60	6.00
Dayton and Western Railroad—					
From Dayton to Richmond	41	1 45	3.53	-----	----
“ “ New Paris	35	1 25	5.57	-----	----
“ “ Manchester	24	85	3.54	1 25	5.21
“ “ Brookville	13	45	3.46	70	5.39

*This is the rate charged on the cars when passengers fail to procure tickets. It is charged only for distances of 29 $\frac{1}{4}$ miles, and under.

RATES FOR FREIGHT.

Joint Tariff Sheet (including Little Miami, Columbus and Xenia, Dayton, Xenia and Belpre, and Dayton and Western R. R's.)

Classification of freights.	Distances in miles, and rates per 100 lbs, and per ton per mile, in cents.											
	Over 1 to 5 miles.	Over 5 to 10 miles.	Over 10 to 15 miles.	Over 15 to 20 miles.	Over 20 to 25 miles.	Over 25 to 30 miles.	Over 30 to 35 miles.	Over 35 to 40 miles.	Over 40 to 45 miles.	Over 45 to 50 miles.	Over 50 to 55 miles.	Over 55 to 60 miles.
First Class—Per 100 pounds.....	cts. 9	cts. 12	cts. 13	cts. 14	cts. 15	cts. 16	cts. 17	cts. 18	cts. 19	cts. 20	cts. 21	cts. 22
do Per ton per mile	36.00	24.00	17.33	14.00	12.00	10.67	9.71	9.00	8.44	8.00	7.64	7.33
Second Class—Per 100 pounds.....	8	10	11	12	13	14	15	16	17	18	19	20
do Per ton per mile.....	32.00	20.00	14.67	12.00	10.40	9.33	8.57	8.00	7.55	7.20	6.91	6.67
Third Class—Per 100 pounds.....	7	8	9	10	11	12	12	12	13	13	14	15
do Per ton per mile.....	28.00	16.00	12.00	10.00	8.80	8.00	6.86	6.00	5.78	5.20	5.09	5.00
Class A.—Per car load	\$9.00	\$10.00	\$11.00	\$12.00	\$14.00	\$16.00	\$18.00	\$19.00	\$20.00	\$21.00	\$22.00	\$23.00
do Per ton per mile.....	18.00	10.00	7.33	6.00	5.60	5.33	5.14	4.75	4.44	4.20	4.00	3.83
Class B.—Per car load.....	\$8.00	\$9.00	\$9.50	\$10.00	\$10.00	\$10.50	\$11.00	\$12.00	\$12.50	\$13.00	\$13.50	\$14.00
do Per ton per mile.. ..	16.00	9.00	6.33	5.00	4.00	3.50	3.14	3.00	2.78	2.60	2.45	2.33

LAKE ERIE AND LOUISVILLE RAILROAD.

RATES FIXED BY LAW.

Chartered April 25, 1853, under the name of Fremont and Indiana Railroad Company (Record of Corporations No. 1, p. 80). Subject to provisions of "an act to provide for the creation and regulation of incorporated companies in the State of Ohio," passed May 1, 1852. (S. & C., Vol. 1, p. 271; O. L., Vol. 50, p. 274.) Section 13 of said act referring to rates, reads as follows: "Such corporation may demand and receive for the transportation of passengers on said road not exceeding three cents per mile, and for the transportation of property, not exceeding five cents per ton, per mile, when the same is transported a distance of thirty miles or more; and in case the same is transported for a less distance than thirty miles, such reasonable rate as may be, from time to time, fixed by said company or prescribed by law."

RATES CHARGED AS PER TARIFF SHEETS.

RATES FOR PASSENGERS.

Stations—from and to.	Miles.	Ticket Rates.	
		Rate from and to points named.	Rate per mile.
From Fremont to Findlay	37	\$1 50	cts. 4.05
From Fremont to Fostoria.....	22	90	4.09
From Fremont to Winters	9	40	4.44

RATES FOR FREIGHT.

Stations—from and to.	Miles.	1st class.		2d Class.		3d Class.		4th Class.		Special car load rates.			
		Per 100 pounds.	Per ton per mile.	Per 100 pounds.	Per ton per mile.	Per 100 pounds.	Per ton per mile.	Per 100 pounds.	Per ton per mile.	Stock, lumber and wool in box cars, 8 tons per car.	Per ton per mile.	Stock in double deck cars, 10 tons, per car.	Per ton per mile.
From Fremont to Findlay	37	cts. 16	cts. 8.65	cts. 14	cts. 7.57	cts. 12	cts. 6.49	cts. 10	cts. 5.41	\$13 00	cts. 4.38	\$16 00	cts. 4.32
From Fremont to Arcadia	28	15	10.72	13	9 29	11	7.86	9	6.43	13 00	5.80	16 00	5.72
From Fremont to Kansas	13	12	18.46	10	15.38	8	12.31	6	9.23	10 00	9.62	12 00	9.23
From Fremont to Winters	9	11	24.44	9	20.	7	15.55	5	11.11	8 00	11 11	10 00	11.11

MICHIGAN SOUTERN AND NORTHERN INDIANA RAILROAD.

RATES FIXED BY LAW.

That part of the line in Ohio chartered March 3, 1851, under name of Northern Indiana Railroad (O. L. Vol. 49, p. 439), under the provisions of "an act regulating railroad companies," passed February 11, 1848. (See section 12 of said law prescribing rates, on page 292.)

RATES CHARGED AS PER TARIFF SHEETS.

RATES FOR PASSENGERS.

Stations—from and to.	Miles.	Ticket Rates.	
		Rate from and to points named.	Rate Per mile.
Toledo to Chicago.....	244	\$7 50	cts. 3.07
Toledo to Edgerton	64	2 15	3.36
Springfield to Bryan.....	44	1 55	3.52
Bryan to Wauseon	21	75	3.57
Stryker to Pettisville	10	40	4.00

RATES FOR FREIGHT.

Stations—from and to.	Miles.	1st Class.		2d Class		3d Class.		4th Class.		Special Rates—Car-loads.			
		Per 100 pounds.		Per 100 pounds.		Per ton per mile.		Per 100 pounds.		Horses and cattle.		Class A.	
		cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	Per car-load of 9 tons.	Per ton per mile.	Per car-load of 10 tons.	Per ton per mile.
From Toledo to Chicago	244	70	5.74	57	4.67	46	3.77	36	2.95	\$60 00	cts. 2.73	\$70 00	cts. 2.87
" " Edgerton	64	37	11.56	28	8.75	20	6.25	17	5.31	25 00	4.34	35 00	5.47
" " Stryker	47	29	12.34	22	9.36	16	6.81	14	5.96	20 00	4.72	29 00	6.17
" " Delta	25	20	16.00	15	12.00	13	10.40	10	8.00	16 00	7.12	20 00	8.00
" " Springfield	10	14	28.00	10	20.00	8	16.00	6	12.00	11 00	12.20	14 00	14.00

MARIETTA AND CINCINNATI RAILROAD AND BRANCHES.

RATES FIXED BY LAW.

Marietta and Cincinnati, (main line) chartered March 8, 1845, under name of Belpre and Cincinnati Railroad. (O. L., vol. 43, p. 280.) Section 11 of charter in reference to rates, reads as follows: "Said corporation may demand and receive from all persons using or traveling upon said road, or for the transportation of property, such rates of toll as the said corporation may determine."

Hillsboro' Branch, chartered March 2, 1846, (O. L., vol. 44, p. 276) under name of Hillsboro' and Cincinnati Railroad. Section 10 of charter in relation to rates, reads as follows: "Said company shall have power to charge tolls for the transportation of persons, goods, produce, merchandise, or property of any kind conveyed on said road," and section 17 provides that "after the lapse of ten years from completion of said road, and every successive period of ten years, the State shall have power to reduce prices for transportation of persons or property, should such prices, in the opinion of the Board of Public Works, be unreasonably high."

Portsmouth Branch — formerly Scioto and Hocking Valley Railroad — chartered Feb. 20, 1849, (O. L., vol. 47, p. 151) under provisions of the 'act regulating railroad companies,' passed Feb. 11, 1848. (See section 12 of said law prescribing rates, on page 292.)

RATES CHARGED AS PER TARIFF SHEETS.

RATES FOR PASSENGERS.

Stations—From and to.	Miles.	Ticket rates.	
		Rate from and to points named.	cts. Rate per mile.
Main road—			
From Cincinnati to Belpre	205	\$7.00	3.41
“ “ Cross Roads	150	6.00	4.00
“ “ Chillicothe	99	4.00	4.04
“ “ Martinsville	51	2.15	4.21
“ “ Loveland	26	80	3.07
“ “ Ludlow Grove	9	35	3.89
Hillsboro' Branch —			
From Blanchester to Hillsboro'	21	1.05	5.00
“ “ Lynchburgh	11	55	5.00
Portsmouth Branch —			
From Hamden to Portsmouth	56	2.00	3.57
“ “ Monroe	30	1.30	4.33
“ Portsmouth to Slocum's	9	45	5.00

RATES FOR FREIGHT.

(Distances in miles only given — without stations.)

Miles.	1st Class.		2d Class.		3d Class.		Live Stock, In car loads of 9 tons.		Coal.
	Per 100 pounds.	Per ton per mile.	Per 100 pounds.	Per ton per mile.	Per 100 pounds.	Per ton per mile.	Per car load.	Per ton per mile	
205	cts. 65	cts. 6.34	cts. 55	cts. 5.37	cts. 50	cts. 4.88	\$57.00	cts. 3.09	“Coal going east from Cincinnati 30 miles or upwards, in quantities of 200 bushels or more, 5 cents per ton per mile; less than 30 miles, 7 cts. per ton per mile. In quan- tities of less than 200 bushels for 30 miles or upward, 7 cents per ton per mile; less than 30 miles, 9 cts. per ton per mile. (Sup. No. 2 to T. No. 10, dated Feb. 17, 1867.”)
200	60	6.00	50	5.00	45	4.50	55.00	3.06	
150	60	8.00	48	6.40	42	5.60	52.00	3.85	
100	50	10.00	40	8.00	35	7.00	40.00	4.44	
50	38	15.20	30	12.00	25	10.00	30.00	6.66	
30	30	20.00	25	16.67	22	14.67	23.00	8.53	
20	25	25.00	22	22.00	20	20.00	18.00	10.00	
10	20	40.00	18	36.00	15	30.00	12.00	13.30	

OHIO AND MISSISSIPPI RAILROAD.

RATES FIXED BY LAW.

Chartered by the State of Indiana, Feb. 14, 1848. Act to aid said corporation passed by the Legislature of Ohio March 15, 1849. (O. L., vol. 47, p. 172.) Said act granted right of way to said company in the State of Ohio, with powers, privileges, &c., conferred by general law of 1848. Rates under section 12 of the "act regulating railroad companies," passed Feb. 11, 1848. (See section 12 of said law prescribing rates, on page 292.)

RATES CHARGED AS PER TARIFF SHEETS.

(Only 19 miles of the road in Ohio.)

RATES FOR PASSENGERS.

Stations — From and to.	Miles.	Ticket rates.	
		Rate from and to points named.	Rate per mile.
From Cincinnati to East St. Louis	340	\$14.00	cts. 4.12
“ “ Lawrenceburgh	21	1.00	4.76
“ “ Delhi	10	50	5.00

RATES FOR FREIGHT.

Stations — From and to.	Miles.	1st Class.		2d Class.		3d Class.		Grain.		By the car load.			
		Per 100 lbs.		Per 100 lbs.		Per 100 lbs.		Per 100 lbs.		Stock, 9 tons.		Coal, staves, etc., 10 tons.	
		cts.	Per ton per mile.	cts.	Per ton per mile.	cts.	Per ton per mile.	cts.	Per ton per mile.	Per car load.	Per ton per mile.	Per car load.	Per ton per mile.
From Cincinnati to East St. Louis.....	340	90	5.29	75	4.41	60	3.53	45	2.65	\$75.00	cts. 2.45	\$65.00	cts. 1.91
“ “ Lawrenceburgh.....	21	19	18.09	15	14.29	13	12.38	10	9.52	15.00	7.90	15.00	7.14
“ “ Delhi	10	16	32.00	14	28.00	11	22.00	10	20.00	12.00	13.30	12.00	12.00

PITTSBURGH, COLUMBUS AND CINCINNATI RAILROAD.

RATES FIXED BY LAW.

Chartered February 24, 1848 (O. L., vol. 46, p. 256), under name of Steubenville and Indiana Railroad, under the provisions of "An act regulating railroad companies," passed February 11, 1848. (See section 12 of said law prescribing rates, on page 292.)

RATES CHARGED AS PER TARIFF SHEETS.

RATES FOR PASSENGERS.

Stations—From and to.	Miles.	Ticket rates.		Conductors' rates.*	
		Rate from and to points named.	Rate per mile.	Rate from and to points named.	Rate per mile.
			cts.		cts.
From Columbus to Pittsburgh	193	\$7.40	3.83	\$8.00	4.14
From Columbus to Steubenville....	150	5.40	3.60	5.85	3.90
From Taylor's to Cadiz	124½	4.50	3.61	4.90	3.94
From Columbus to Urichsville.....	100	3.60	3.60	3.90	3.90
From Kirkersville to West Lafayette	53½	2.00	3.74	2 20	4.11
From Dresden to West Lafayette...	20	.75	3.75	.85	4.25
From Oxford to Port Washington..	10	.40	4.00	.45	4.50

* This is the rate charged on the cars to passengers who fail to procure tickets.

RATES FOR FREIGHT.

Stations—From and to.	Miles.	1st Class.		2d Class.		3d Class.		4th Class.		Class A.		Class B.		Special car load rates—Live stock.			
		Per ton per mile.		Per ton per mile.		Per ton per mile.		Per ton per mile.		Per ton per mile.		Per ton per mile.		Horses, cattle and mules in car loads of 8 tons.		Sheep in single-deck cars—6 tons.	
		Per 100 pounds.		Per 100 pounds.		Per 100 pounds.		Per 100 pounds.		Per 100 pounds.		Per 100 pounds.		Per car load.		Per car load.	
		cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	Per ton pr. mile.	Per car load.	Per ton pr. mile.	Per car load.
From Columbus to Pittsburgh.....	193.60	6.92	55	5.70	50	5.18	45	4.66	30	3.11	29	3.01	cts.	\$60 00	3.89	\$55 00	4 75
From Columbus to Steubenville.....	150.55	7.33	50	6.66	45	6.00	40	5.33	25	3.33	23	3.07	cts.	50 00	4.17	45 00	5.00
From Steubenville to Newark.....	117.44	7.52	42	7.18	38	6.49	30	5.13	20	3.42	19	3.25	cts.	35 00	3.73	30 00	4.27
From Columbus to Urichsville.....	100.51	10.20	46	9.20	40	8.00	35	7.00	20	4.00	19	3.80	cts.	36 00	4.50	32 00	5.33
From Newark to Newcomertown.....	50.24	9.60	23	9.20	22	8.80	20	8.00	15	6.00	14	5.60	cts.	23 00	5.76	20 00	6.66
From Newark to Adam's Mills.....	26.17	13.07	16	12.31	15	11.54	13	10.00	10	7.69	9	6.92	cts.	16 00	7.70	13 00	8.35
From Steubenville to Hanlins.....	11.13	23.63	11	20.00	10	18.18	9	16.36	9	16.36	9	16.36	cts.	16 00	18.18	14 00	21.18

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY.

RATES FIXED BY LAW.

Present corporation is the result of a consolidation (July 2, 1856) of the Ohio and Pennsylvania, Ohio and Indiana, and Fort Wayne and Chicago Railroads—the two former of Ohio, and the latter of Indiana. (Rec. of Corporations, No. 1, p. 323.)

Ohio and Pennsylvania Railroad, chartered February 24, 1848 (O. L., Vol. 46, p. 261), under the provisions of “an act regulating railroad companies,” passed February 11, 1848. (See Section 12 of said law prescribing rates, on page 292).

Ohio and Indiana Railroad, chartered March 20, 1850 (O. L., Vol. 48, p. 297), under same law. (See Section 12, as above.)

[*Query*: Does the consolidation bring this road under the provisions of the act of May 1, 1852 (S. & C., Vol. 1, p. 271—Sec. 13)? See opinion of Attorney-General, in Appendix.]

RATES CHARGED AS PER TARIFF SHEETS.

RATES FOR PASSENGERS.

Stations—from and to.	Miles.	Ticket Rates.		Local Rates.*	
		Rate from and to points named.	Rate per mile.	Rates from and to points named.	Rate per mile.
From Chicago to Pittsburgh ..	468 3-10	\$14 00	cts. 2.99	-----	-----
“ Palestine to Dixon	250 2-10	8 75	3 47	-----	-----
“ Smithfield to Bucyrus ...	123	4 30	3.50	-----	-----
“ Van Wert to Crestline...	99	3 45	3.48	-----	-----
“ Lawrence to Lucas.....	51 5-10	1 80	3 49	-----	-----
“ Canton to Damascus	26	95	3 65	\$1 40	5.38
“ Crestline to Mansfield...	13 1-10	50	3.81	80	5.09

* Rates charged on the cars when passengers fail to procure tickets. This rate is charged only on distances less than thirty miles.

RATES FOR FREIGHT.

Stations—from and to.	Miles.	1st Class.		2d Class.		3d Class.		4th Class.		Class A.		Class B. Car-load of 20,000 pounds.		Class D. Car-load of 20,000 pounds.	
		Per 100 pounds.	Per ton per mile.	Per 100 pounds.	Per ton per mile.	Per 100 pounds.	Per ton per mile.	Per 100 pounds.	Per ton per mile.	Per 100 pounds.	Per ton per mile.	Per car-load.	Per ton per mile.	Per car-load.	Per ton per mile.
From Pittsburgh to Chicago.....	468	\$1 00	cfs. 4.28	cfs. 80	cfs. 3.42	cfs. 60	cfs. 2.57	cfs. 50	cfs. 2.14	cfs. 45	cfs. 1.92	\$100 00	cfs. 2.14	\$70 00	cfs. 1.49
" New Waterford to Dixon	246	58	4.71	48	3.90	37	3.01	29½	2.40	26	2.11	67 00	2.72	48 00	1.54
" New Waterford to Mansfield .	121	30	4.96	25	4.13	23	3.80	21	3.47	16	2.64	40 00	3.30	28 00	2.31
" Mansfield to Salem	106	26	4.90	23	4.34	21	3.96	20	3.77	15	2.83	38 00	3.58	25 00	2.36
" Alliance to Wooster Summit.	46	11½	5.00	11	4.78	10	4.35	9	3.90	8	3.48	18 00	3.91	14 00	3.04
" Canton to Damascus.....	26	7½	5.77	7	5.38	7	5.38	6½	5.00	5½	4.23	14 00	5.38	10 00	3.84
" Wooster to Orville	11	7	12.73	6½	11.82	6	10.91	5½	10.00	4½	8.18	12 50	11.36	6 00	5.45

Articles in classes "A" and "D" will be carried in full car-loads, in cars furnished by the shipper or consignee, at reduced rates, as follows: From rates of \$10 and less, \$1 reduction; from rates over \$10, ten (10) per cent. reduction. No mileage allowed.

SANDUSKY, MANSFIELD AND NEWARK RAILROAD.

RATES AS FIXED BY LAW.

This road is the result of a consolidation sale, and reorganization of the old Monroeville and Sandusky City, Mansfield and New Haven, Columbus and Lake Erie, and Huron and Oxford Railroads. (The latter is now abandoned.) The provisions of the various charters, in relation to rates, are as follows:

Monroeville and Sandusky City Railroad Company, chartered March 9, 1835. (O. L. Vol. 33, p. 387.) Section 20 of charter, or that part referring to rates, provides that said company may charge for the transportation of persons and property rates "not exceeding the tolls on the Ohio canals, on the same kind of goods, merchandise, produce or property of any other description, or passengers going in the same direction."

Mansfield and New Haven Railroad Company, chartered March 12, 1836. (O. L. Vol. 34, p. 452.) The charter of this Company (section 11) prescribes rates, as follows: "On all goods, merchandise, or property of any description, whatsoever, transported by them, a sum not exceeding one and a half cents per mile for toll; five cents on a ton per mile for transportation on all goods, produce, merchandise, or property of any description, whatsoever, transported by them or their agents; and for passengers, one cent per mile for toll, and not exceeding three cents for the transportation on each passenger."

Columbus and Lake Erie Railroad Company, chartered March 12, 1845 (O. L. Vol. 43, p. 415.) Section 10 of charter, relating to rates, reads as follows: That "said corporation may demand and receive from all persons, using or traveling upon said road, or for the transportation of property, such rates of toll as the said corporation may determine."

RATES CHARGED AS PER TARIFF SHEETS.

RATES FOR PASSENGERS.

Stations—from and to.	Miles.	Ticket Rates.		Train Rates. *	
		Rate from and to points named.	Rate per mile.	Rate from and to points named.	Rate per mile.
			cts.		cts.
From Sandusky to Newark	116	\$4.15	3.58	\$4.40	3.79
From Monroeville to Newark	101	3.75	3.71	3.95	3.91
From Frederick to New Haven....	52	2.00	3.84	2.15	4.13
From Shelby to Belleville.....	26	1.00	3.85	1.10	4.23
From Centerton to Monroeville...	11	0.50	4.55	0.55	5.00

* Rate charged on cars when passengers fail to procure tickets.

RATES FOR FREIGHT.

Stations—from and to.	Miles.	1st Class.		2d Class.		3d Class.		4th Class.		Special Rates.					
		Per 100 pounds.		Per 100 pounds.		Per 100 pounds.		Per 100 pounds.		Land plaster and pig iron, per ton of 2000 pounds.		Coal in car-loads of 10 tons.		Sheep in double deck cars, and cattle and horses in single deck cars.	
		cts.	Per ton per mile.	cts.	Per 100 pounds.	cts.	Per ton per mile.	cts.	Per ton per mile.	Per ton.	Per ton per mile.	Per ton.	Per ton per mile.	Per car-load of 9 tons.	Per ton per mile.
From Sandusky to Newark.....	116	44	7.59	34	5.86	27	4.66	21	3.62	\$3.15	2.71	\$2.00	1.72	\$40 00	cts.
From New Haven to Newark.....	84	40	9.52	30	7.14	25	5.95	19	4.52	2.95	3.51	1.90	2.26	35 00	3.83
From New Haven to Independence ..	42	27	12.86	21	10.00	18	8.57	14	6.67	2.10	5.00	1.50	3.57	25 00	4.63
From Mansfield to New Haven	22	21	19.09	17	15.45	15	13.64	11	10.00	1.80	8.18	1.25	5.68	16 00	6.38
From Mt. Vernon to Ankenytown	11	16	29.09	15	27.27	12	21.82	9	16.36	1.40	12.73	1.00	9.09	12 00	8.09

TOLEDO, WABASH AND WESTERN RAILROAD.

RATES FIXED BY LAW.

That part of said road lying in Ohio, chartered April 25, 1853, under the name of "Toledo and Illinois Railroad, [Rec. of Corporations No. 1, p. 79,] subject to provisions of "an act to provide for the creation and regulation of incorporated companies in the State of Ohio," passed May 1, 1852, [S. & C., vol. 1, p. 271; O. L., vol. 50, 274.] Section 13 of said act relating to rates, reads as follows: "Such corporation may demand and receive, for the transportation of passengers on said road, not exceeding three cents per mile, and for the transportation of property, not exceeding five cents per ton per mile, when the same is transported a distance of thirty miles or more; and in case the same is transported for a less distance than thirty miles, such reasonable rate as may be from time to time fixed by said company or prescribed by law."

RATES CHARGED AS PER TARIFF SHEETS.

RATES FOR PASSENGERS.

Stations — From and to.	Miles.	Ticket rate.	
		Rate from and to points named.	Rate per mile.
From Toledo to Antwerp, (longest distance in Ohio)	71.2	\$2.50	cts. 3.51
“ Toledo to Defiance.....	50.3	1.80	3.58
“ Maumee to Napoleon.....	26.3	95	3.61
“ Liberty Centre to White House	10.3	45	4.37

RATES FOR FREIGHT.

Stations — From and to.		Miles.	1st Class.		2d Class.		3d Class.		4th Class.		Live stock, ice, bark, hoop poles, lumber, staves and heading.		Chartered cars, for hay, coke, charcoal, hard coal and empty barrels.	
			Per 100 pounds.	Per ton per mile.	Per 100 pounds.	Per ton per mile.	Per 100 pounds.	Per ton per mile.	Per 100 pounds.	Per ton per mile.	Per car load of 10 tons.	Per ton per mile.	Per car load, 10 tons.	Per ton per mile.
From Toledo to Quincy, Ill.....		475.4	cts. 130	cts. 5.44	cts. 105	cts. 4.42	cts. 82	cts. 3.45	cts. 2.65	cts. 2.21	\$105 00	cts. 2.21	\$97 00	cts. 2.04
" " Antwerp, (longest distance in Ohio)		71.2	29	8.15	24	6.74	20	5.62	16	4.49	24 00	3.37	19 00	2.67
" " Emerald		61.0	29	9.51	24	7.87	20	6.56	16	5.25	22 00	3.61	17 00	2.79
" " Napoleon.....		35.3	21	11.89	18	10.19	17	9.63	14	7.93	17 00	4.82	13 00	3.68
" " Liberty		27.3	21	15.39	18	13.19	17	12.45	14	10.26	17 00	6.23	12 00	4.39
" " Maumee		9.0	18	40.00	15	33.33	12	26.67	10	22.22	11 00	12.22	9 00	10.00

REPORTS
OF
TELEGRAPH COMPANIES.

ANNUAL REPORT
OF THE
WESTERN UNION TELEGRAPH COMPANY.

To the Commissioner of Railroads and Telegraphs, for the year ending July 1, 1867 :

“Original name of company, or companies if two or more have been consolidated, to form the present corporation?”

New York and Mississippi Valley Printing Telegraph Company; Lake Erie Telegraph Company; Erie and Michigan Telegraph Company; Pittsburgh, Cincinnati and Louisville Telegraph Company; The Wade Lines; U. S. Telegraph Company; Scioto Valley Telegraph Company; Sandusky and Cincinnati Telegraph Company; Wade, Cincinnati and St. Louis Lines; Wade, Ohio and Indiana Lines.

“Under what law of the State or United States are you organized and now operating?”

The original company was organized under the Corporation Laws of the State of New York. The companies afterwards consolidated were constructed by individuals, or organized under the laws of Ohio.

The Western Union Telegraph Company is also now operating under the act of Congress, approved July 4, 1866, entitled “an act to aid in the construction of telegraph lines, &c.”

“Brief general outline of organization, &c., with date of opening for business?”

The Western Union Telegraph Company was originally organized, and has heretofore acted under the general Corporation Laws of the State of New York. It organized at first under the name of the “New York and Mississippi Valley Printing Telegraph Company,” and afterwards to wit: changed by statute to its present name. It organized originally in the year 1851. Since its organization it has acquired (in most cases by lease in perpetuity) the lines, property, and franchise of the several companies enumerated in preceding paragraph.

The Western Union Telegraph Company, on or about the 3d of June, 1867, by its Directors, voted to accept the privileges, restrictions and obligations of the act of Congress to “aid in the construction of telegraph

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Number of miles.	Rates for 10 words.	Each additional word.
For 25 miles or under	40 cents.	3 cents.
" 25 " and " 50 miles	45 "	3 "
" 50 " " " 75 "	55 "	4 "
" 75 " " " 100 "	60 "	4 "
" 100 " " " 150 "	70 "	5 "
" 150 " " " 200 "	75 "	5 "
" 200 " " " 250 "	85 "	6 "
" 250 " " " 300 "	90 "	6 "
" 300 " " " 350 "	1.00 "	7 "
" 350 " " " 400 "	1.05 "	7 "
" 400 " " " 450 "	1.15 "	8 "
" 450 " " " 500 "	1.20 "	8 "

For 500 miles or under substantially according to above scale. Variations occur owing to circuitous routes.

"Are messages sent and delivered in the order of their receipt, or is there any preferred class or order?"

Messages in all cases are transmitted in the order of their reception, and agreeably with section 9 of an act of the State of Ohio, passed March 31, 1865, "to provide for the creation and regulation of incorporated companies," and of section 2 of an act of Congress approved July 24, 1866, entitled "an act to aid in the construction of telegraph lines, &c."

VALUE OF LINE AND EQUIPMENT.

POLES.

Value per mile?

Total value of poles in Ohio?

WIRES.

Value per mile?

Total value of wires in Ohio?

Value of all other property?

Total?

RECEIPTS AND EXPENDITURES OF THE YEAR ENDING JULY 1, 1867.

Total earning of the line in Ohio (if not possible to give accurate, or actual, give *estimated* amount?)

Total expenditures for maintenance of line, including salaries of officers, operators, clerks, &c. (in Ohio?)

NOTE.—Have no data in my possession from which to furnish this information.

NAMES AND RESIDENCE OF OFFICERS.

Hon. Wm. Orton.....	President, New York.
H. Sibley.....	Vice President, Rochester, New York.
N. Green.....	" " Louisville, Ky.
B. R. McAlpine.....	" " New York.
O. H. Palmer.....	Secretary and Treasurer, New York.
E. Chapman.....	Auditor, New York.
Anson Stager.....	General Sup't, Cleveland, Ohio.

State of Ohio, County of Cuyahoga, ss.

Personally appeared before me, a Notary Public in and for said county, Anson Stager, General Superintendent of the Western Union Telegraph Company, who being duly sworn, deposes and says that the foregoing statement of the affairs of said Company is true and correct, in all respects, according to the best of his knowledge and belief.

(Signed)

ANSON STAGER,
General Sup't C. D.

Sworn to and subscribed before me at Cleveland, Ohio, this 13th day of November, A. D. 1867.

[SEAL.]

JAMES M. JONES,
Notary Public of said County.

Communications for this company should be addressed as follows:

Anson Stager, General Superintendent Central Division Western Union Telegraph Company, Cleveland, Ohio.

PACIFIC AND ATLANTIC TELEGRAPH COMPANY.

To the communications sent the Pacific and Atlantic Telegraph Company, the following responses were received from the President:

[NUMBER ONE.]

PITTSBURG, October 8, 1867.

Geo. B. Wright, Esq., Commissioner of Railroads and Telegraphs, Columbus, Ohio :

SIR—Yours of October 5th this morning received, and accompanying blank, containing interrogations as to organization and workings of this corporation up to July 1, 1867.

At that date our line did not exist in the State of Ohio beyond the placing of the poles.

Our lines were not strung within the limits of the State of Ohio until after that date, and we did not transact business over the lines until after September 17th.

It would seem to me, then, that at the date of July 1, 1867, the business of this corporation was so entirely out of the jurisdiction of the State of Ohio as to not require a report to be made to you, under the act of April 5, 1867, but rather that our first report should be made up to July 1, 1868.

Anxious to fully and promptly comply with the laws of the State of Ohio, and the requirements of your office, I state the facts recited for your consideration, and if your decision is that a report is necessary up to July 1, 1867, I will cheerfully give such few meager facts as can be forced into such a report.

I shall not only feel gratified, but be under obligations to you, if you will give me full instructions as to the duties of the managers of our various offices in Ohio, towards the State, its treasury and yourself as Commissioner of Telegraphs. Awaiting your reply,

I am, very respectfully,

Your obedient servant,

GEO. H. THURSTON,

President of P. & A. Telegraph Co. of U. S.

[NUMBER TWO.]

PITTSBURG, ——— —, 1867.

Geo. B. Wright, Commissioner of Railroads and Telegraphs, for the Commonwealth of Ohio, Columbus Ohio :

SIR—The Pacific and Atlantic Telegraph Company of the United States is working under a charter granted March 14, 1865, by the State

of Pennsylvania, to the Monongahela Valley Telegraph Company. Said charter having been transferred to the Pacific and Atlantic Telegraph Company of the United States, through and under certain provisions in said charter. The Monongahela Valley Telegraph Company was originally chartered with a capital of \$25,000, but a clause in the charter provided for an increase of the capital, by the stockholders, when more should become necessary to extend its lines. On the 9th of December, 1865, a meeting of the stockholders, as provided in the charter, voted to increase the capital to \$3,000,000. On the first of August, 1866, this capital, together with the franchises of the Monongahela Valley Telegraph Company, was, as previously stated, transferred to the Pacific and Atlantic Telegraph Company of the United States.

The chief office of the corporation is at Pittsburgh, where its chief officers reside. The officers consist of a President and six Directors, a Secretary and Treasurer, Vice-President and a General Superintendent. The board of Directors consist of the President and the six Directors. These are elected by the stockholders at an annual meeting. The management of the immediate business of the corporation is confined to an executive committee of five, selected by the Board of Directors, from their own number. The Secretary and Treasurer are appointed by the Board of Directors, and the General Superintendent, with all other employes, appointed by the Executive Committee. By the transfer of the Monongahela Valley Telegraph Company to the Pacific and Atlantic Telegraph Company of the United States, it came into possession of one hundred and thirty-three miles of working and dividend paying line, so that the time for their opening for business, dated from the first (1st) of August, 1866, when the transfer was made.

The company is steadily extending its lines, day after day, so that the exact number of poles, as requested by you, and miles of wire, it is difficult to give at this date. There are, however, as near as I can find out, constructed, 1,450 miles of poles, and 2,800 miles of wire. The poles are placed from thirty-five to forty to the mile, and the wire is the best No. 9 galvanized.

The line was not in operation in Ohio until the 19th of September of present year. There are, at present, but two offices of the company open in Ohio, for transaction of business. One at Cincinnati, and one at Dayton.

Your letter of October 5th requested statistics of the corporation, up to July 1st, 1867. At that date the lines of the corporation were not strung within the limits of the State of Ohio, consequently it is impossible to present any statement of the workings of the corporation within your commonwealth to that date. I shall, however, be happy to do so in July, 1868. In the meantime you herewith have such answers to rest of your interrogatories as apply to the line previous to July 1, 1867.

Very respectfully,

GEO. H. THURSTON,
President of P. & A. Telegraph Co. of U. S.

ANNUAL REPORT

OF THE

TELEGRAPH LINE OF THE MARIETTA AND CINCINNATI RAIL- WAY COMPANY, AS RE-ORGANIZED.

*To the Commissioner of Railroads and Telegraphs, for the year ending July
1, 1867.*

Original name of company, or companies, if two or more have been consolidated to form the present corporation?

Telegraph Line of the Marietta and Cincinnati Railroad Company, (as re-organized.)

Under what law of the State, or United States, are you organized and now operating?

The line was built by the railroad company for the purpose of operating its railroad, and transmitting and receiving messages relating to the company's business. When messages not relating to business of the company have been offered for transmission, they have been sent and charges made. The company does not solicit or advertise for business for its line.

Brief general outline of organization, &c., with date of opening for business?

The line was put up about 1857. No organization separate from the the corporate organization of the railroad company.

Total number of miles of line (poles) owned and operated by this company.....	220
Total number of miles of wire owned and operated by this company.....	399

ASSETS AND LIABILITIES.

ASSETS JULY 1, 1867.

Telegraph line equipment?

Real estate?

Due from offices?

Bills receivable?

Cash on hand?

Due from all other sources?

LIABILITIES JULY 1, 1867.

Capital stock issued?
 Bonds outstanding?
 All other indebtedness?
 No separate account kept.

CHARACTERISTICS.

Miles of line (poles) in Ohio..... 220
 Miles of wire in Ohio (galvanized)..... 208
 Miles of wire in Ohio (plain)..... 191
 ————— 399

Average age of poles? Average life of poles—no means of estimating.
 Average age of wire? Average life of wire—no means of estimating.

Number of offices in Ohio..... 27
 Number of persons employed in operating line in Ohio..... 35

Number of miles of line exclusively under control of railroads? All.
 Number of miles used jointly? None.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Number of miles.	Rate for ten words.	Each additional word.
For 25 miles or under.....	55 cents.	4 cents.
" 25 " and " 50 miles.....	60 "	4 "
" 50 " " " 75 ".....	60 "	4 "
" 75 " " " 100 ".....	75 "	5 "
" 100 " " " 150 ".....	85 "	6 "
" 150 " " " 200 ".....	85 "	6 "
" 200 " " " 250 ".....	85 "	6 "

Are messages sent and delivered in the order of their receipt, or is there any preferred class or order?

They are generally sent in the order of their receipt, but only as convenient. Preference being given to railroad business.

VALUE OF LINE AND EQUIPMENT IN OHIO.

POLES.

Value per mile?
 Total value of poles in Ohio?

WIRE.

Value per mile?
 Total value of wire in Ohio?
 Value of all other property?
 Total?
 Total value of line as assessed for taxation, \$2,625.00.

NAMES AND RESIDENCE OF OFFICERS.

Officers of the railroad company, with the addition of E. B. Clark, Esq., Superintendent of telegraph.

State of Ohio, County of Ross, ss. :

Personally appeared before me, a Notary Public, in and for said county, Wm. E. Watson, Auditor and Secretary of the Marietta and Cincinnati Railroad Company, as reorganized, who, being duly sworn, deposes and says that the foregoing statement is true and correct in all respects, according to the best of his knowledge and belief.

(Signed)

WM. E. WATSON.

Sworn to and subscribed before me, at Chillicothe, Ohio, this 2d day of December, A. D. 1867.

[SEAL.]

AMOS SMITH,

Notary Public.

Communications intended for this company, should be addressed as follows :

Wm. P. Cutler, Vice-President and General Superintendent M. & C. R. R. Co., Chillicothe, Ohio.

APPENDIX.

AN ACT

To provide for the appointment of a commissioner of railroads and telegraphs, and to prescribe his duties.

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio,* That there shall be appointed by the governor, by and with the advice and consent of the senate, within fifteen days after the passage of this act, a person to be styled the commissioner of railroads and telegraphs, who shall hold his office for the period of two years, and until his successor is appointed and qualified. The person who is so appointed shall be an elector of this state, and shall have no official connection with any railroad, nor during the term of his office own or be interested in the stock, bonds, or other property, or in the employ of any railroad. In case of vacancy by death, resignation, removal from the state or otherwise, the governor shall fill the vacancy and report the name of such appointee to the senate, if in session, and if not, within ten days after the commencement of the next session, who, by the advice and consent of the senate, shall hold his office for the full term of two years, as hereinbefore provided, from the day of his appointment; provided, that if the governor shall, at any time become satisfied that the commissioner is inefficient or derelict in the discharge of the duties of his office, or in any way uses the advantage of his position for personal ends, to the disadvantage of the public interest, he is hereby authorized and required, by and with the advice and consent of the senate, if it be in session, to remove the said commissioner from office; and if the senate be not in session, to suspend him from the discharge of the duties of said office, temporarily filling the vacancy as provided for in this section, and reporting the facts to the senate when in session.

SEC. 2. Before entering upon the discharge of the duties of his office, said commissioner shall take an oath or affirmation to support the constitution of the United States and of this state, and to faithfully and honestly discharge his duties as such commissioner, and that he is not an officer, stockholder, or employe of any railroad or in any way interested therein; or stockholder, officer, or employe of any express or freight company, doing business on any of the railroads of this state, or interested therein, or a stockholder, officer, or employe of any telegraph company operating in this state.

SEC. 3. He shall receive for his services four thousand dollars per annum, and be furnished with an office, office furniture and stationery, at the expense of the state. He shall have power to employ a clerk to perform such duties as may be assigned by him, to be paid out of the state treasury, at the rate of twelve hundred dollars per annum.

SEC. 4. Said railroad commissioner shall have the right of passing, in the performance of his duties, on all the railroads in this state, and upon all the trains, and any part thereof, free of charge.

SEC. 5. It shall be the duty of such commissioner, whenever it shall come to his knowledge, either upon complaint or otherwise, or he shall have reason to believe that any of the officers, employes or agents of any railroad in this state are violating any of the laws of this state relating to railroads, to examine into all such violations; and if such complaint shall be found true, he shall report the same to the governor with his an-

nual report, to be laid before the general assembly. In making such examination, he shall have power to issue subpoena for witnesses and administer oaths. He shall prosecute, or cause to be prosecuted, all violations of any of the laws relating to railroads.

SEC. 6. Whenever the commissioner shall have reasonable grounds to believe, either on complaint or otherwise, that any of the tracks, bridges, or other structures of any railroad in this state are in a condition which renders any of them dangerous, or unfit for the transportation of passengers with reasonable safety, it shall be his duty to inspect and examine the same; and if, on such examination, in his opinion any of such tracks, bridges, or other structures or works are unfit for the transportation of passengers with reasonable safety, it shall be his duty to give to the superintendent or other executive officer of the company working or operating said defective track, bridge, or other structure, notice of the condition thereof and of the repairs necessary to place the same in a reasonably safe condition; and may also order and direct the rate of speed of passing trains over such dangerous or defective track, bridge or other structure until the said repairs are made and the time within which such repairs shall be made by the company; and if any superintendent or other executive officer aforesaid, receiving such notice and order, shall willfully neglect, for the period of two days after receiving such notice and order, to direct the proper subordinate officers of the company to run the passenger trains over such defective track, bridge, or other structure, at the speed so prescribed by the commissioner; or if any engineer, conductor, or other employe of such company shall knowingly disobey such order, every such superintendent, officer, conductor, or employe, shall be deemed guilty of a misdemeanor, and on conviction thereof upon indictment, shall be fined in any sum not exceeding five hundred dollars, or be imprisoned in the jail of the county in which said indictment may be found, for a period not exceeding one year, or both, at the discretion of the court. And the commissioner shall have power to wholly stop the running of passenger trains over such defective track, bridge, or other structure. If said company shall neglect, or without reasonable cause, fail to make said repair within the time prescribed by said commissioner, such company, for each and every day that ensues thereafter, and until said repairs are made, shall forfeit and pay to the state the sum of one hundred dollars.

SEC. 7. All prosecutions against railroad companies, or any officer or employe thereof, for forfeitures, penalties or fines for the violation of any of the laws relating to said roads or telegraphs, shall be by action in the name of the state of Ohio, and all moneys arising from such suits shall be paid into the state treasury by the prosecuting attorney or commissioner collecting and receiving the same; and prosecuting attorneys shall be entitled to receive from the state treasury, for their services under the provisions of this act, ten per cent. on all moneys by them collected and paid over.

SEC. 8. It shall be the duty of the prosecuting attorneys of the several counties within, into or through which any railroad is located and worked, upon the application of any persons claiming to be aggrieved by violation of the laws of the State, by the superintendents or other executive officer or employe of such road, whereby penalties have been incurred, upon a careful investigation, and being satisfied that said penalties have been incurred, or upon being instructed and required by the commissioner to sue for and recover such penalties in the name and for the use of the State

of Ohio; provided, that such prosecuting attorney shall not bring any action at the instance of any private party, unless such party shall first become liable for costs, and in case the State fails in such suit, the costs thereof shall be adjudged against such party.

SEC. 9. It is hereby made the duty of the president or other officer in charge of each and every railroad company in this State, annually, during the month of October, to prepare and transmit to the commissioner a full and true statement, under oath, of its affairs for the preceding year, ending on the first Monday of July, specifying :

- 1st. The amount of capital stock paid in.
- 2d. The amount of capital stock unpaid.
- 3d. The amount of funded debt per last report.
- 4th. The amount of funded debt paid since last report.
- 5th. The increase of funded debt since last report.
- 6th. The present amount of funded debt.
- 7th. The amount of floating debt per last report.
- 8th. The amount of floating debt paid since last report.
- 9th. The increase of floating debt since last report.
- 10th. The present amount of floating debt.
- 11th. The estimated value of the road-bed, including iron and bridges.
- 12th. The estimated value of its rolling stock.
- 13th. The estimated value of its stations, buildings and fixtures.
- 14th. The estimated value of all its other property.
- 15th. The length of single main track.
- 16th. The length of double main track.
- 17th. The length of branches, stating whether they have single or double track.
- 18th. The aggregate length of sidings and other tracks not above enumerated.
- 19th. The maximum grade, with its length in main road, and also its branches.
- 20th. The total rise and fall in main road, and also in branches.
- 21st. The shortest radius of curvature, with length of curve in main road, and also in branches.
- 22d. The total degrees of curvature in main road, and also in branches.
- 23d. The total length of straight line in main road, and also in branches.
- 24th. The number of bridges, aggregate length, and whether wood or iron, distinguishing between main track and branches.
- 25th. The whole length of road unfenced on either side, and the reason therefor.
- 26th. The number of miles run by passenger trains.
- 27th. The number of miles run by freight trains.
- 28th. The number of tons of through freight carried.
- 29th. The number of tons of local freight carried.
- 30th. The rate of speed adopted for express passenger trains, including stops.
- 31st. The rate of speed actually attained by express passenger trains.
- 32d. The rate of speed adopted for mail and accommodation passenger trains, including stops.
- 33d. The rate of speed actually attained by mail and accommodation trains, including stops and detentions.
- 34th. Its monthly earnings for transportation of passengers.
- 35th. Its monthly earnings for transportation of freight.
- 36th. Its monthly earnings from all other sources.

37th. The amount of expense incurred in the running and management of passenger trains.

38th. The amount of expense incurred in the running and management of freight trains.

39th. All other expenses incurred in the running and management of the road.

40th. The amount expended for repairs of road and maintenance of way, including renewal of iron and repairs of bridges.

41st. The amount expended for motive power and cars.

42d. The amount expended for station houses, buildings and fixtures.

43d. All other expenditures for maintenance of way.

44th. All other expenditures, either for management of road, maintenance of way, motive power and cars, or for other purposes.

45th. The rate of fare for passengers and its tariff of freights, as published for the government of its agents, and those actually received, with distances specified.

46th. A statement of all casualties resulting in injuries to persons, and the extent and cause thereof.

47th. What express companies run on their roads, and on what terms.

48th. What freight or transportation companies run on the road, and on what terms.

49th. The number and description of new bridges built.

50th. The greatest age of bridges.

51st. The average age of bridges.

52d. The length of rail re-laid, new, re-rolled or old.

53d. The number of switches on the road, and how many are private.

54th. The number of road crossings.

55th. How many provided with flagmen.

56th. How many level and how many bridged.

57th. The number of wheels and of axles in use in passenger trains, and how many have been renewed during the year.

58th. The number and kind of farm animals killed and claim of damages therefor; amount paid and unpaid on said claims.

59th. The description of property burned by fire from locomotives, and amount of claims for damages therefor, and such other information as may be required by the commissioner; but if any company shall be unable to furnish the required information, the reasons therefor shall be given. The commissioner shall prepare and furnish to each railroad company and to each telegraph company or chief manager thereof, in this state, blank forms for making the reports required by this act.

SEC. 10. Every president or other officer in charge of any railroad, who shall willfully neglect or refuse to make and furnish such report at the time prescribed in section nine, shall forfeit and pay a sum not exceeding one thousand dollars, to be recovered in the name and for the use of the state of Ohio, and he shall be subject to a like penalty for every period of ten days after the time that he shall willfully neglect or refuse to make such report.

SEC. 11. It shall be the duty of the chief manager or agent of each telegraph line or company in this state, annually, during the month of October, to furnish to the commissioner, under oath, such information, and in such form as he may require.

SEC. 12. It shall be the duty of the commissioner aforesaid, to make to the governor, on or before the first day of January of each year, a full and accurate report of the condition and affairs of all the railroad com-

panies and railroads, and telegraph companies and telegraphs in the state; also of all accidents resulting in injury to persons, and the roads upon which they occurred, and the circumstances and cause thereof; and such other information, suggestions and recommendations as he may deem of advantage to the state, to be by the governor laid before the general assembly.

SEC. 13. This act to take effect from and after its passage.

P. HITCHCOCK,

Speaker pro tem. of the House of Representatives.

ANDREW G. MCBURNEY,

President of the Senate.

Passed April 5, 1867.

CIRCULARS.

OFFICE OF COMMISSIONER OF RAILROADS AND TELEGRAPHS,
Columbus, Ohio, May 1, 1867.

CIRCULAR No. 1.

The law creating the office of Commissioner of Railroads and Telegraphs, passed April 5, 1867, imposes certain duties upon the officer, and obligations upon railroad companies and those doing business with them, which need to be made public in order that the law may be understood, obeyed, and faithfully executed.

The object of the law is to see that the business affairs of these corporations are managed in conformity with their charters, that public interest and convenience are properly consulted, and yet, to preserve inviolate the rights and privileges guaranteed to corporations under former enactments.

The rapid growth and prosperity of our State for the past fifteen years, may rightfully be largely attributed to the liberal encouragement offered by our laws for the aggregation of capital and its protection under corporate organizations; but these corporations having become numerous in the State, possessing and controlling immense capital, and ever jealous of any interference by legislation or private dictation, a very general wish was manifested by the people, and clearly expressed to the Legislature that their affairs and conduct should at least be examined, and that inquiry and investigation should be made as to the present laws and usages applicable to them, in order that future legislation may be directed wisely and prudently.

To attain this end the Commissioner will need the earnest and hearty co-operation of all good citizens, which he respectfully asks, and that a reasonable degree of patience and forbearance be extended to him in the exercise of new and responsible duties.

The leading features of the law may be briefly stated under three general heads:

FIRST.

An investigation by the Commissioner into violations of law by railroad companies, their officers and agents, and the prosecution thereof, where penalties are provided.

It will not be possible, nor does the law contemplate that the Commissioner shall examine the many annoyances which are daily occurring to passengers and shippers by reason of their own ignorance or carelessness, or that of the agents of railroad companies; but any such complaints clearly stated and tending to disclose errors and faults of general management, will be examined and filed for future reference or report under the law.

SECOND.

The examination of railroad structures believed to be dangerous or unfit for the transportation of passengers with reasonable safety, and the regulation of the running of trains over tracks and structures found to be unsafe.

Under this head is involved great responsibility, and questions may arise tending to provoke serious controversies. It is desirable as far as possible to avoid these, but the safety of human life should at all times be paramount to other considerations.

From the severe service to which most of the railroads of the State have been put during the past few years, it is asserted that some companies are in a crippled condition, and in the exercise of authority under this provision of the law some regard must be had to this fact, as well as to the wants of the people living on the lines of such roads, who have learned to look to them as their only mode of communication with the outer world, socially or commercially.

The Commissioner will endeavor, during the coming Summer, to make a personal inspection of all the principal roads open for the transportation of passengers and freight.

THIRD.

The collection of statistics and information concerning their condition, business and management from all railroad and telegraph companies in Ohio, for submission to the Legislature at its next session.

In the multiplicity of railroads in our State, and the vast sums of money invested in their building and operations, and the public necessities which have been created by their introduction, the great want of the people is information and statistics from which wise and prudent legislation may be evolved.

In the work of collecting this information it should be the duty and privilege of every good citizen, as well as of the officers and agents of railroad and telegraph companies, to aid the Commissioner.

This aid and co-operation is respectfully solicited; and as the time fixed for the first report to the Governor will be short for the collection of the statistics required under the law, I respectfully request prompt transmittal from each railroad and telegraph company in the State, of the following documents and reports, viz:

1st. A copy of the charter and by-laws of the company, with a brief history of its organization, and the corporate changes, if any, which have occurred, either upon legal proceedings or otherwise; its present organization, and any connection or consolidation it may have with other corporations.

2d. The names of the managing officers of the company, such as President, Vice President, Superintendent or Receiver.

3d. The last printed report of the operations of the company, for the year or half year previous.

4th. The latest adopted tariff rates for passengers and freights, both local and through, and the rate for telegraphic messages, and any modifications thereof, that may be adopted hereafter, as soon as made.

5th. Report in writing to the Commissioner, within twenty-four hours after the occurrence of every accident attended with serious personal injury, with an explanation of the causes and results as far as they can be ascertained.

A prompt response will facilitate the preparation of the forms for reports to be made by the companies to the Commissioner, in the month of October. These forms will be furnished at an early date; and other circulars and calls will be issued only as the necessities may arise or the fair execution of the law may require.

It is hoped that the fullest confidence will be felt that all communications made under this or any other call, will not be used for any other purpose than that contemplated by the law.

The Commissioner can only investigate such cases of complaint as shall be clearly stated and distinctly brought to his notice in writing, and authenticated by two or more witnesses. All such cases will be promptly examined and such action taken as the nature of the complaint requires and the law directs.

Every effort will be made to carry out the provisions of the law in a spirit of fairness to all and partiality to none.

Very respectfully,

GEO. B. WRIGHT,

Commissioner of Railroads and Telegraphs.

OFFICE OF COMMISSIONER OF RAILROADS AND TELEGRAPHS,
Columbus, Ohio, June 4th, 1867.

CIRCULAR NO. 2.

To the Officers and Agents of Railroad Companies in the State of Ohio :

GENTLEMEN—In pursuance of the plan and policy announced in my Circular of May 1st, 1867, and in the belief that the railroad and public interests of the State are identical, I have prepared and herewith present you a brief synopsis of some of the leading statutes now in force regulating railroad companies, their officers and agents, with such references as will enable you to turn to them readily for examination. I beg leave to remind you of your duty to conform to their provisions, and of the obligation of the Commissioner to enforce them.

Section 5 of the act to provide for the appointment of a Commissioner, etc., contains this clause: "He (the Commissioner) *shall prosecute or cause to be prosecuted all violations of any of the laws relating to railroads.*"

With the hope that no action on my part may be required under this provision, I respectfully ask that you will promptly respond to my calls for information, and comply with such reasonable requests in the line of my duty as I may from time to time make.

While many of the railroad companies of the State are being operated under special charters, a number have adopted the provisions and legislation under the Constitution of 1851; and as all are more or less affected by the enactments subsequent to the new Constitution, few are here referred to, except such as were passed subsequent to its adoption.

Permit me also to remind you that, even if desired, railroad corporations can in no sense be considered beyond the control and supervision of the State. In granting them their corporate privileges, it was intended and designed, and so understood by those asking them, that they should be used with a view to the welfare and greatest possible benefit to the community, and the sovereign power of the State will fail in its duty if it does not guard against their being made subservient to other purposes, or if it fails to

modify and control them so as to secure to the public the greatest possible amount of benefit compatible with the full development of so great an element of industrial progress. In the exercise of the duties and functions of this office, I shall endeavor always to keep this in view, and respectfully request you to do the same, in order that no necessity may arise for any disagreeable or annoying demonstration of authority, or the provoking of troublesome controversies.

I am compelled to repeat in this a portion of my first Circular, for the reason that several companies have, as yet, failed to make the returns therein called for.

The statutes to which I wish especially to call your attention at the present time are the following, arranged for the most part in the order of their date of enactment :

1st. An act "to provide for the creation and regulation of incorporated companies in the State of Ohio," passed May 1, 1852. (See Curwen Statutes, Vol. 3, p. 1877; Swan and Critchfield's Statutes, Vol. 1, p. 271; Swan's Revised Statutes, p. 197, and Ohio Laws, Vol. 50, p. 274.)

The title of the law indicates its object. All corporations organized since its adoption are specially subject to its provisions, and its amendatory and supplemental acts, as well as companies organized under special charters.

2d. An act to amend the general law of May 1, 1852, and to regulate railroad companies, passed April 11, 1861. (O. L., Vol. 58, p. 74.)

Makes it unlawful for any railroad company within the State, whose road forms a part of a line between points common to any other line, to make such contract as to exclude the freight or passengers from either line reaching the same common point; makes it the duty of any trunk line of road to transport on equal terms freight and passengers reaching its line from competing roads connecting with it, and fixes as a penalty for diverting freights from the route over which they may have been ordered, a forfeiture of three times the amount received, and a fine not exceeding one hundred dollars, or imprisonment, or both, of the agent or person guilty of diversion of freights, for *each* offence.

3d. An act supplementary to an act entitled "an act for the assessment and taxation of property in this State, and for levying taxes thereon according to its true value in money," passed April 5th, 1859. (Curwen, Vol. 4, p. 3304; S. & C., Vol. 2, p. 1446,) O. L., Vol. 56, p. 175; see also supplemental act passed May 1, 1862, (O. L., Vol. 59, p. 89,) and amendment thereto, passed April 14, 1863, (O. L., Vol. 60, p. 114.)

Provides for the creation of a board of appraisers and assessors of the property of railroad companies, and fixes a penalty of fine and imprisonment for refusing to comply with requirements of the board.

4th. An act "for the protection of railroads," passed March 20th, 1840, as amended March 6th, 1845, January 11th, 1848, March 26th, 1860, and March 16th, 1863. (Swan's Revised Statutes, pp. 276, 277 and 278; Curwen, Vol. 1, p. 622, Vol. 2, pp. 1152, 1383, and Vol. 4, p. 3461; S. & C., Vol. 1, pp. 419 and 420, and O. L., Vol. 60, p. 17.)

This law, as it now stands, fixes a penalty of fines, and imprisonment in jail and penitentiary, or if death be caused, offender deemed guilty of murder, and punished accordingly, for obstructing track, injuring road, burning or destroying property, etc., of any railroad in this State.

5th. An act "further defining the duties and liabilities of railroad companies," passed April 14, 1863. (O. L., Vol. 60, p. 93.)

Prohibits discrimination between local and through freights, requiring

companies to so employ its rolling stock as to afford as ample facilities for the transportation of local and way, as they do for through freight.

6th. An act for inclosing railroads with fences and cattle guards. See Section 18 of general law to create and regulate incorporated companies. (Swan's Revised Stat., p. 203; Curwen, Vol. 3, p. 1881; S. & C., Vol. 1, p. 279,) and for further enactments on this subject, see Curwen, Vol. 4, p. 3210; S. & C., Vol. 1, p. 331; and for final enactment as to time when fences to be built, see Ohio Laws, Vol. 61, p. 105.

This law, as it now stands, requires every railroad in Ohio in operation on the 30th day of March, 1864, within one year from March 1st, 1864, (by March 1, 1865,) or within two years after any road shall commence running cars, to have erected signs at crossings, and good substantial wooden fences on each side of the track, with cattle guards, and crossings. Whenever the railroad shall pass through or along the boundary of any inclosed field or fields, the proprietor of the land is required to construct one-half the fence, and one-half the expense of private crossings shall be borne by the party desiring the crossing. The penalty for neglect to construct fences, cattle guards or crossings (after thirty days previous notice by request, made in writing), is the forfeiture and payment of fifty dollars a day for each and every day's neglect.

7th. An act to amend section forty-nine of the code of civil procedure, (see Curwen, Vol. 3, p. 1946; S. & C., Vol. 2, p. 960,) passed April 3d, 1866, O. L., Vol. 63, p. 87.

Provides that actions or suits against railroad companies for injury to persons or property, may be brought in any county through or into which railroad runs.

8th. An act to amend an act entitled "an act directing the manner of serving *mesne* process against railroad companies," passed March 21, 1850, and to repeal an act of the above title, passed March 22, 1851; passed March 31, 1866. (See O. L., Vol. 63, p. 63.)

Provides that suit may be brought against railroad companies in any township through which road passes, and directs upon whom, when, and how service to be made.

9th. An act to protect the stockholders of railroads and shippers thereon," passed April 6, 1866. (See O. L., Vol. 63, p. 156.)

Prohibits the election or appointment to any office in a railroad corporation, or the employment of any ticket or freight agent, who is a stockholder, owner or part owner of any express, dispatch, fast freight or transportation company or association, and provides that the official acts of any such person so elected or appointed shall be null and void, and for every day that he shall exercise or attempt the functions of such office or appointment, he shall forfeit and pay the sum of sixty dollars, to be recovered at the suit of any stockholder of the railroad company—one-half to the stockholder prosecuting and one-half to the railroad company.

10th. An act to authorize the employment of a police force by railroad companies," passed March 18, 1867. (See O. L., Vol. 64, p. 60.)

Provides that any railroad company may apply to the Governor for the appointment of a policeman for their road, and may make and enforce rules and regulations to promote the public convenience and safety in and at their depots, stations, grounds, etc.

11th. "An act to provide for the appointment of a Commissioner of Railroads and Telegraphs, and to prescribe his duties," passed April 5, 1867. (See O. L., Vol. 64, pp. 111 to 115.)

This law has been printed in pamphlet form and distributed to two or

more officers of each and all the railroad companies in Ohio; it is therefore unnecessary to give its provisions here. I would, however, respectfully call the attention of railroad officers to the power and authority given to enforce the law, and the heavy penalties affixed for refusing or neglecting to make report and returns of such information as may be required by the Commissioner.

12th. "An act to amend section twenty-six of the general law regulating corporations," passed May 1, 1852, [full reference to which is given under the first head of this circular,] passed April 13, 1867. (See O. L., Vol. 64, p. 142.)

This section, as amended, requires that every train of passenger cars shall entirely stop on each arrival at any station, at any town or village having a population of three thousand, and that *all* trains *advertised* to stop at *any* station for the receiving of passengers, *shall* stop at such station *long enough to receive and let off passengers*; and provides that every company or employe violating this provision shall forfeit and pay not more than one hundred nor less than twenty-five dollars for each offence.

The foregoing twelve enactments referred to are only a small portion of the laws now in force regulating and intended to regulate railroad companies, but I have no doubt will be found sufficient, if faithfully adhered to, to prevent many of the evils now complained of.

That there may be defects and improprieties in some of the enactments, many will, no doubt, admit, but so long as they are on the statute book, they should be obeyed, and it is clearly made the duty of the Commissioner to enforce them. If found impracticable or unjust, full and prompt returns and responses to this office will furnish data upon which the next General Assembly will be able to legislate more prudently, and perhaps more satisfactory, both to the railroad and public interests of the State.

Very respectfully,

GEO. B. WRIGHT,

Commissioner of Railroads and Telegraphs.

LEGAL OPINION OF THE ATTORNEY GENERAL.

LETTER FROM THE COMMISSIONER TO HON. W. H. WEST,
ATTORNEY GENERAL.

OFFICE OF THE COMMISSIONER OF RAILROADS AND TELEGRAPHS,
COLUMBUS, O., Sept. 2, 1867.

Hon. W. H. West, Attorney General:

SIR—Herewith I submit a copy of my correspondence with the President and Assistant President of the Pittsburgh, Fort Wayne and Chicago Railway Company, between the 8th of June and 29th of August last, together with a printed volume entitled “History, Organization and Legal Proceedings, relative to the Pittsburgh, Fort Wayne and Chicago Railway Company,” with a memorandum of some of the legal points raised in this correspondence.

As similar questions are involved in the reorganization and consolidation of other railway companies and lines in this State, and in like regulations as to rates, you will greatly oblige me by an examination and official opinion upon the points raised and involved in this correspondence.

Very respectfully,

GEO. B. WRIGHT,
Commissioner of Railroads and Telegraphs.

OFFICE OF THE ATTORNEY GENERAL,
Columbus, O., Dec. 16, 1867.

Hon. Geo. B. Wright, Commissioner of Railroads, etc.:

SIR,—The correspondence between your Department and the Pittsburgh, Fort Wayne and Chicago Railway Company, which was referred to this office, has been examined, and the points of controversy considered. I have now the honor to reply as follows :

RATES ON FREIGHT.

First — Said Company has no authority to charge on freight, transported a greater distance than thirty miles, any rate exceeding five cents per ton per mile. 1 S. and C., 273, sec. 12, Stat. 1848 ; 1 S. and C., 378, sec. 13, Stat. 1852.

RATES ON PASSENGERS.

Second — Said Company, in my opinion, has no authority to charge for the transportation of passengers, any distance exceeding thirty miles, a rate of fare exceeding three cents per mile.

1. The Ohio and Pennsylvania Railroad Company, and the Ohio and Indiana Railroad Company, were incorporated prior to the adoption of the existing constitution, and under the general railroad act of 1848. By this latter act, sec. 12, these corporations were authorized to charge three and one-half cents per mile, for distances exceeding thirty miles. 1 S. and C., 273:

THE FRANCHISE OF THE P. FT. W. AND C. R. R.

2. On the first day of August, 1856, these corporations were consolidated, under the act of 1852, 1 S. and C., 280, and formed a new corporation, known as the Pittsburgh, Fort Wayne and Chicago Railroad Company. (See History of Reorganization, p. 8.)

3. By this act of consolidation, the original corporations became, and were "merged in the new corporation." (Ib. 281, sec. 22.) All the rights, liberties, faculties, and franchises of the original corporations became, and were vested in the new corporation, and the former ceased to exist, except that all rights of creditors, and all *liens* upon the *property* of the original corporations, were preserved, and their existence was continued only so far as was necessary to enforce the same. (Ib. sec. 23.)

4. But the corporate franchises of these original corporations were not, at the date of their consolidation, the subject of *liens*, as *property*. These franchises, therefore, passed to, and became merged and vested in the new corporation, except the naked franchise of corporate existence.

Among the franchises or faculties so transferred and merged, was the right to transport passengers, and to charge and collect fare therefor. This must be so, otherwise the new corporation would have been without power or authority to charge and collect such fares.

5. But the new corporation thus organized by the consolidation of said original corporations, under the act of 1852, was made "subject to all the restrictions of said act." (Ib., section 21.)

By section 13 of said act, it is declared that all railroad companies organized under it are "restricted" to charging rates of passenger fare not exceeding three cents per mile, for distances exceeding thirty miles. This consolidated company was organized under said act.

SUBJECT TO THE LAWS OF OHIO.

It is, therefore, subject to the restriction imposed on the rates of passenger fare by said act. Hence, at and after the consolidation aforesaid, the Pittsburgh, Fort Wayne and Chicago Railroad Company, which arose out of said consolidation, was restricted to, and had no power to charge more than three cents per mile fare, for the transportation of passengers distances exceeding thirty miles; and the franchise and faculty of the said original corporation to charge three and one-half cents, or any other rate, thereupon became extinguished. This faculty of the original corporations was thus surrendered, in consideration of the liberty and privilege of consolidation.

STATUS OF THE CORPORATION.

6. This, then was the status of these several corporations at the date of the passage of the act of April 11, 1861, and of the judicial proceedings and sale under the decree of the U. S. District Court for the Northern District of Ohio. The franchise of the said original corporations to charge three and one-half cents, or any other sum, per mile, for the transportation of passengers, had ceased to exist as a faculty or franchise belonging to or possessed by either of them. This franchise was possessed exclusively by the new corporation—the Pittsburgh, Fort Wayne and Chicago Railroad Company—subject, however, to the restrictions of the act of 1852, limiting the rates of fare for thirty miles and upwards to three cents per mile. The original corporations then retained and possessed no faculty or franchise but naked corporate existence, all and singular their other faculties and franchises having passed to the new corporation, subject to the restrictions aforesaid.

7. By the judicial sale aforesaid, and the subsequent proceedings thereunder, only the faculties and franchises then retained and possessed by the said original corporations, and the faculties and franchises then possessed by the new corporation—the P., Ft. W. and C. Railroad Company—passed to Lanier and others. But neither the original nor the new corporation *then* possessed the faculty or franchise to charge and collect three and one-half cents, or any other greater rate than three cents per mile for distances exceeding thirty miles. Therefore, no faculty or franchise to charge and collect greater rates of fare than three cents per mile, for the distances aforesaid, passed to Lanier and others.

8. Lanier and others conveyed to the Pittsburgh, Fort Wayne & Chicago Railway Company. But they could not convey any other or greater faculty or franchise than they themselves possessed, or than the said original companies, and the said P., Ft. W. & C. Railroad Company possessed at and after the consolidation aforesaid. Hence the Railway Company—the existing corporation—did not acquire, and does not possess, the faculty or franchise to charge rates exceeding three cents per mile for the distances aforesaid. This is true unless the franchise to charge a higher rate be given by some recent statute. Has this been done?

9. The Pittsburg, Fort Wayne & Chicago Railway Company is a foreign corporation, created by the Legislature of Pennsylvania. It operates that part of its road lying in Ohio under and by virtue of the seventh section of the act of April 11, 1861. By that statute it is expressly provided that said Company shall exercise no power, privilege, faculty or franchise, within this State, inconsistent with the laws thereof, and that such part of said railroad shall be subject to all regulations of law, in the same manner as railroads of this State in like cases; and the corporation owning the same shall be subject to all duties imposed by law, &c. See Stat. 1861, sec. 7.

THE ACT OF APRIL, 1863.

10. The act of April 4th, 1863 (60th Vol. Statutes, 54) in no manner whatever affects or impairs this reasoning or its conclusion, even if said act be constitutional, which is more than questionable. It authorizes the transfer of “the franchise *to be a corporation*,” originally vested in the company which held the railroad prior to any judicial sale thereof, etc. In this case the Pittsburg, Fort Wayne & Chicago Railroad Company held the road prior to its sale. Hence the existing corporation, the Pitts-

burg, Fort Wayne & Chicago Railway Company can acquire under the said act no greater faculty or franchise than mere *corporate existence*, "the franchise to be a corporation."

My conclusion, then, is that the P. Ft. W. & C. R. W. Co. has no corporate power or franchise to charge or collect, for the transportation of passengers distances exceeding thirty miles, fare at a rate greater than three cents per mile.

Third—Have railroad companies authority to exact rates greater than those prescribed by law from passengers destined to stations distant more than thirty miles? I think not.

THE PRE-PURCHASE OF TICKETS.

I understand this authority is assumed, and in some instances exercised, as to passengers who fail to pre-purchase tickets. The claim rests on two grounds—one of personal convenience to the company's agents; the other, and chief, of protection against their dishonesty.

1. If the exaction of these greater rates be considered in the light of a penalty for the violation of a corporate regulation, it is wholly unauthorized, for the imposition of penalties is not an incident of corporate powers. If it be considered in the light of a burden imposed on the traveling public, to compensate for the crimes of the company's agents, it is equally unauthorized, for the punishment of the innocent for the crimes of the guilty and faithless, is still less an incident of corporate powers. On either ground it contravenes the positive and express terms of the statute, which is an answer sufficient and conclusive.

2. It may be said that the exercise of this power is warranted and justified by public policy. But neither self-protection, public policy, or any other pretext whatever, can override a public statute. Reasons of public policy may be grounds for legislative interference and relief; but I have only to consider the powers of these corporations, in the absence of such legislation.

3. The limitations of the statute are dependent on no conditions, either of public policy, self-protection, pre-purchase of a ticket, or otherwise, except distance alone. No corporate regulation can disregard this positive enactment. If it were otherwise, the creator of these corporate beings would be subject and subordinate to the creature.

Hence, when a passenger enters the cars, with a *bona fide* intention of being transported a continuous journey of thirty miles or more, the exaction from him of fare at a rate greater than that prescribed by the statute, on any pretext whatever, is unauthorized. No breaking of the journey into fragments, and charging for shorter distances between intermediate points, can sanction or legalize excessive rates.

DISCRIMINATING RATES ILLEGAL.

Fourth—Are discriminating rates, for distances less than thirty miles, authorized as against passengers failing to pre-purchase tickets?

The statute of 1852 (1 S. & C., p. 278, Section 30), to the restrictions of which the Pittsburg, Fort Wayne and Chicago Railway Company is subject, provides that for less distances than thirty miles, such "reasonable rates" may be charged "as may, from time to time, be fixed by the Company, or prescribed by law."

1. It is a sufficient answer to the proposition to say that no authority exists for fixing a multiplicity of rates between the same points. A reasonable rate may be fixed, and not many rates, for the same class of passengers.

2. The Legislature having prescribed what it regarded as a "reasonable" compensation for thirty miles' distance, it is not "reasonable" that the company shall be authorized to fix any rate for a less distance which will exact a greater gross sum. If it be in legislative contemplation unreasonable to exact more than ninety cents for thirty miles, it would certainly seem unreasonable for the company to exact a greater sum for any less distance.

3. But there being no express statutory limitation of rates for less distances than thirty miles, may not considerations of public policy, and protection against the dishonesty of agents, control in estimating and determining what are "reasonable rates" for these distances? I think not. Liberable rates, on the basis of honesty and economy, are alone allowable. No considerations of policy or protection can authorize the exaction of a greater sum than ninety cents for thirty miles. These elements are, therefore, excluded from the legislative idea of reasonableness. It is proper, then, that they be excluded in determining what are "reasonable rates" for distances over which there is no legislative limitation. They can not, therefore, furnish any ground for fixing rates which will yield, on a less distance, a sum exceeding that yielded by the rates prescribed for any greater distance. Hence any rate, whether prescribed as a penalty for the non-purchase of tickets, or as a protection against the dishonesty of agents, or for any other cause, which will yield more than ninety cents for any distance less than thirty miles, or a sum for any distance exceeding that for any greater distance, is unreasonable. If the sum of ninety cents, prescribed by the statute for thirty miles, be reasonable—and it must be so regarded—one hundred cents for twenty-five miles must be regarded as unreasonable and unauthorized, no matter upon what pretext it is asked or exacted, whether it be for the non-purchase of a ticket or other cause.

4. The time, place or manner of payment can have nothing to do with the rate of fare. It may be required either at the beginning or end of the journey, as the company may deem proper; but this does not and can not determine the reasonableness of the amount charged. Whether a rate be or be not reasonable, depends, therefore, in no sense, upon the pre-purchase or the non-purchase of tickets. Hence a rate which is reasonable in the case of pre-purchase, must of necessity be reasonable in the case of non-purchase of tickets.

5. *Finally*, the rates for all distances must be "fixed," not variable, floating, or uncertain. They must also be "reasonable," in the sense above stated. A rate "fixed" for the pre-purchase of tickets, if within the limits above considered, will be deemed and held a "reasonable rate" of fare for the given distance. Any higher rate "fixed" for the non-purchase of tickets, or otherwise, will, of necessity, be deemed an "unreasonable rate." There can not be two standards of rates for the same class of passengers, and both be reasonable, in the same sense and degree, unless the personal convenience, or dishonesty of agents, may be considered as elements in determining what is reasonable, which, as shown above, can not be. A fair and "fixed" rate of reward for the transportation of passengers is the only reasonable and legal standard. No other or greater rate, either as a penalty for the non-purchase of tickets, or as a

a premium of insurance against the crimes or delinquency of agents, can, in legal contemplation, be authorized or allowed. What is reasonable in case of the pre-purchase of tickets, is, therefore, reasonable in case of their non-purchase.

A fair, "fixed" and reasonable reward in the one case, is a fair and reasonable rate of reward in the other, which the company has no legal authority or power to transcend, without further legislation.

Respectfully, &c.,

W. H. WEST,
Attorney General.

CONTRACTS.

The two following contracts referred to in the returns of the Pittsburgh, Columbus and Cincinnati Railroad Company, and made part of the report, were deemed too long for insertion in the body of the report, and inasmuch as the subject is one of public inquiry, interest and discussion, it is deemed proper to print the contracts in full in the Appendix rather than attempt an abstract of them :

Agreement between the P. C. & C. & L. M. & C. & X. Railroad Companies, and the Adams Express Company.

Memorandum of an agreement made and concluded this first day November, Anno Domini, 1865, between the Pittsburgh, Columbus and Cincinnati Railroad Company, and the Little Miami and Columbus and Xenia Railroad Company, parties of the first part, and the Adams Express Company, party of the second part. Witnesseth—

I. That the said railroad companies are to furnish daily, Sunday excepted, to the said Adams Express Company, a sufficient space in a car on the night and morning trains from Pittsburgh for Cincinnati, to carry on each a messenger and safe, and on both trains, inclusive, sixteen thousand pounds of freight; and on the night and morning trains from Cincinnati for Pittsburgh, a sufficient space for a messenger and safe on each, and on both trains, inclusive, four thousand pounds of freight—that is to say, the said railroad companies grant to the express company, the privilege of messenger and safe on two trains, each way, per day, between Pittsburgh and Cincinnati; and also grant the express company the privilege of carrying *sixteen thousand* (16,000) *pounds* of westward bound freight, and *four thousand* (4,000) *pounds* of eastward bound freight per day, between the two cities above named. The said amount of freight to be divided between said trains as may be convenient for the express company.

For which above specified services the said Adams Express Company is to pay the said railroad companies as follows, per day: For messenger and safe, and the first *ten thousand* (10,000) *pounds* of freight, of which *six thousand* (6,000) *pounds* is to be westward bound, and *four thousand* (4,000) *pounds* is to be eastward bound, the sum of one hundred and ten dollars and fifty cents, (\$110.50) and for the additional *ten thousand* (10,000) *pounds* westward bound freight, as above described, the sum of ninety-two dollars, (\$92) making for the service, herein before described, the sum of two hundred and two dollars and fifty cents (\$202.50) per day, payment to be made daily, or at such other periods as the railroad companies may elect; and should the entire quantity carried from Pittsburgh to Cincinnati during any month exceed the average weight of sixteen thousand pounds per day, or the entire quantity carried from Cincinnati to Pittsburgh exceed the average weight of four thousand pounds per day, the said express company shall pay monthly for such excess at the rate of ninety-two (92c.) cents per one hundred pounds, it being understood that the excess in one direction shall not be offset by any deficiency in the other direction; nor shall any deduction be made from the daily payment of *two hundred and*

two (\$202.50) dollars and fifty cents per day in case the average weight carried in either direction shall fall short of the amount contracted to be carried in that direction. It being also understood that the said railroad companies are to haul over their roads upon passenger trains, or trains equally fast with the average of passenger trains, all such excess in amount of freight, over and above the amount named in the foregoing quantity, that may be offered by the said express companies.

II. Said parties of the second part agree to pay for freight carried from Pittsburgh to Columbus, or Columbus to Pittsburgh, on through trains, at the rate of *sixty-five cents per one hundred pounds*, and for shorter distances, on local freight between those points, at a *pro rate* based on the *sixty-five cents rate* between Columbus and Pittsburgh; payment to be made monthly.

III. Said railroad companies further agree that they will not carry freight or express matter, or allow their conductors, agents or baggage masters, to carry freight or express matter on either of the above named trains; it being understood, however, that the said railroad companies reserve the right to carry goods for other express companies on said passenger trains upon the same terms and conditions charged the said Adams Express Company.

IV. Said railroad companies agree that they will not furnish facilities on their passenger trains for doing an express business to any person, firm or company, for any less sum per day guaranteed, or with any greater weight allowed therefor, in either direction, than is herein required of and secured to the Adams Express Company.

V. It is mutually understood that the baggage of passengers, and *live stock* shall not be considered as express matter.

VI. Said Adams Express Company further agrees that they will not hold said railroad companies liable for any loss or damage to freight by fire, or loss or damage from any other cause, except through the gross negligence on the part of the said railroad companies, their agents or servants.

VII. Said railroad companies reserve the right to dismiss any of the employes of said express company for misconduct or want of civility, in the discharge of their duties, when on their roads.

VIII. Said Adams Express Company further agree that they will not detain the trains of said railroad companies, to receive or discharge the freight of said express company.

IX. This contract to take effect on the first day of November, A. D. 1865, and continue until the first day of January, A. D. 1868, and thereafter until either party gives three months' notice to the other party, of their desire to terminate the same.

In testimony whereof the said railroad companies, by their respective Superintendents, and the said express company, by its Superintendent, have subscribed to the agreement on the date therein before first mentioned.

The Pittsburgh, Columbus and Cincinnati R. R. Co.,
By JOHN DURAND, Gen. Superintendent.
Little Miami and Columbus and Xenia R. R. Co.,
By E. W. WOODWARD, Superintendent.
The Adams Express Company,
By ALFRED GAITHER, Superintendent.

This memorandum of agreement, made and concluded this first day of November, A. D. 1865, between the Pittsburgh, Columbus and Cincinnati

Railroad Company, party of the first part, and the Adams Express Company, party of the second part, witnesseth :

That whereas, the party of the first part, in conjunction with the Little Miami & Columbus and Xenia Railroad Company, have executed a contract bearing even date herewith, with the party of the second part hereto, for facilities for the transaction of an express business between Pittsburgh and Cincinnati, in which rates are specified as the compensation to be paid by said party of the second part, for such facilities ; and whereas, it was contemplated and agreed that said second party should be subject to a further charge on the part of the first party hereto, for the use of the Steubenville bridge and the track between Birmingham and Pittsburgh : therefore, the party of second part agree and bind themselves to pay unto the party of the first part, for the use of said bridge and track, such rates as hereafter may be definitely fixed and determined as the compensation for that particular use or service on the general business passing over said bridge and track. This obligation to date from this day, and payment of all arrearages on this account to be made whenever the rate as aforesaid shall have been definitely fixed. It is also agreed that the express business done on the local or accommodation train run between Pittsburgh and Steubenville, shall not be included in the business provided for under the contract between the parties herein referred to, but shall be separate and distinct, and subject to a charge to be hereafter agreed upon.

In testimony whereof the said railroad company, by its Superintendent, and the said express company, by its Superintendent, have subscribed to this agreement on the date therein first mentioned.

The Pittsburgh, Columbus and Cincinnati R. R. Co.,

By JOHN DURAND, Gen'l Superintendent.

The Adams Express Company,

By ALFRED GAITHER, Superintendent.

Agreement between the Steubenville and Indiana R. R. Company and Union Transportation and Insurance Company.

This memorandum of agreement, made this 22d day of January, 1864, between the Steubenville and Indiana Railroad Company, of the first part, and the Union Transportation and Insurance Company of the State of Pennsylvania, of the second part, witnesseth :

First The party of the first part agrees to furnish unto the party of the second part, prompt transportation between the cities of Columbus and Steubenville, in either direction, for all merchandise or other freight controlled by said parties of second part, and to move the same without any avoidable delay, at Columbus or Steubenville, or intermediate points on their road.

The party of the first part further agrees to furnish depot facilities for, and promptly load and unload, such merchandise and freight, and accommodations for the clerical or other force that may be employed by the party of the second part in the transaction of its business under this agreement, assuming all the liabilities of common carriers on the merchandise and freight thus transported, except as to "*short freight*," for which latter they shall not be liable unless it shall be shown that the same was lost while the car or cars containing it was in their custody.

Second. It is mutually agreed that the contents of each loaded car transported westward under this agreement, shall be estimated at sixteen

thousand (16,000) pounds in weight, composed of five thousand (5,000) pounds of first class, forty-two hundred and fifty (4,250) pounds of second class, forty-two hundred and fifty (4,250) pounds of third class, and twenty-five hundred (2,500) pounds of fourth class freight; and that the sum produced on that amount of freight thus classified, and at the proportion of the through rates between New York and Columbus (as may be current from time to time), due to the line between Steubenville and Columbus, on freight destined to Columbus, or to points west or south thereof respectively, shall be the rate per car to be charged by the parties of the first part, for the service to be performed by them. And it is further mutually agreed, that in the transportation of eastward bound freight under this agreement, a car shall be estimated at sixteen thousand (16,000) pounds in weight, composed of fourth-class freight, or such other classes as may be found from time to time just and proper; and the sum produced on that amount of freight thus classified, and at the proportion of the through rates thereon as may be current from time to time between the point of shipment, whether at Columbus or points west or south thereof, and New York, due to the line between Columbus and Steubenville, shall be the rate per car, to be charged by the party of the first part for that service. To the payment of the rates thus determined, the party of the second part hereby binds itself.

Third. It is agreed on the part of the party of the first part, that in the event of their inability to furnish the cars required for the prompt transaction of the business to be done under this agreement, the party of the second part may put on their own cars for that purpose; and in the event of cars being put on by the party of the second part, they shall thereafter remain permanently in this trade, and the party of the first part shall maintain in good condition, while on their road, the cars thus put on, provide the necessary depot and siding facilities for their accommodation, care for them in all respects as for their own cars, and pay for their use at the rate of two (2) cents per mile run. It being mutually agreed that they shall not be used by the party of the first part for any other than the purposes of this agreement.

Fourth. This agreement to continue and remain in force for the period of seven years from the first day of February, 1864, and to be terminated at the end of that period by six months' notice in writing, previously given by either party to the other of a desire for such termination.

In witness whereof, ——— ———, President of the Steubenville and Indiana Railroad Company, party of the first part, and Wm. Thaw, President of the Union Transportation and Insurance Company, party of the second part, hereunto subscribe their names this twenty-fourth day of January, 1864.

For party of the first part:

THOMAS L. JEWETT, Receiver, and
THOMAS L. JEWETT, President,
Steubenville and Indiana Railroad Company.

Witness, as to T. L. JEWETT, Receiver and President,
M. C. SPENCER.

For the party of the second part:

WM. THAW, President,
Union Transportation and Ins. Company.

As to WM. THAW, President,
WM. M. HERSH.

By virtue of a resolution passed by the Board of Directors of this company, of date March 30th, 1867, the within contract is extended for the period of ten years, with this modification, namely : It is mutually agreed between the parties hereto, that the rate per mile for use of cars is to be reduced from two cents per mile to one and a half.

Steubenville and Indiana Railroad Co.

By THOMAS L. JEWETT, President.

Attest : J. G. MORRIS, Secretary.

WM. THAW, President,

Union R. R. & T. Co., formerly U. T. & Ins. Co.

Attest : W. H. BARNEY, Secretary.

THE ACT OF CONGRESS IN RELATION TO TELEGRAPH COMPANIES.

An act to aid in constructing of telegraph lines, and to secure to the government the use of the same for postal, military and other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That any telegraph company now organized, or which may hereafter be organized, under the laws of any state in this union, shall have the right to construct, maintain and operate lines of telegraph through and over any portion of the public domain of the United States, over and along any of the military or post roads of the United States, which have been, or may hereafter be, declared such by act of congress, and over, under or across the navigable streams or waters of the United States: *Provided*, that such lines of telegraph shall be so constructed and maintained as not to obstruct the navigation of such streams and waters, or interfere with the ordinary travel on such military or post roads. And any of said companies shall have the right to take and use from such public lands the necessary stone, timber and other materials for its posts, piers, stations and other needful uses in the construction, maintenance and operation of said lines of telegraph; and may pre-empt and use such portion of the unoccupied public lands subject to pre-emption, through which its said lines of telegraph may be located, as may be necessary for its stations, not exceeding forty acres for each station, but such stations shall not be within fifteen miles of each other.

SEC. 2. *And be it further enacted*, That telegraphic communications between the several departments of the government of the United States and their officers and agents, shall, in their transmission over the lines of any of said companies, have priority over all other business, and shall be sent at rates to be annually fixed by the postmaster general.

SEC. 3. *And be it further enacted*, That the rights and privileges hereby granted shall not be transferred by any company acting under this act to any other corporation, association or person: - *Provided*, however, that the United States may, at any time after the expiration of five years from the date of the passage of this act, for postal, military or other purposes, purchase all the telegraph lines, property and effects of any or all of said companies, at an appraised value, to be ascertained by five competent, disinterested persons, two of whom shall be selected by the postmaster general of the United States, two by the company interested and one by the four so previously selected.

SEC. 4. *And be it further enacted*, That before any telegraph company shall exercise any of the powers or privileges conferred by this act, such company shall file their written acceptance with the postmaster general of the restrictions and obligations required by this act.

Approved July 24th, 1866.

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ERRATA.

Page 84. Dayton and Michigan R. R. Co. Brief history. Entire cost should be \$6,346,981.53. Page 94. Bridges—"Cranburg" creek should be *Cranberry* creek.

Page 85. Cincinnati, Richmond and Chicago R. R. Co. Brief history. Total amount of stock and debt should be \$947,930.68, and cost per mile \$22,570.

Page 124. C. C. & C. R. R. Co. Name of Vice President printed "Stittman" Witt, should be *Stillman*.

Page 127. Cleveland and Pittsburgh R. R. Co. Brief history. Cost per mile printed "a little less," should be *a little more than*, &c.

Page 142. Cleveland and Toledo R. R. Table of grades. The *periods* preceding miles of "level" should be omitted.

Pages 182 and 183. Dayton and Union R. R. Co. Mistake in footing stock and debt; total amount should be \$605,827.25. Page 187. Affidavit. Initials of R. R. printed "D. & W.," should be *D. & U.*

Page 188. Iron R. R. Co. Brief history. Amount of debt should be \$55,959.32, and cost per mile \$14,490.

Page 218. Little Miami & Columbus & Xenia R. R. Co. Table of earnings. Total should be \$1,815,338.77.

Page 227. Michigan Southern & Northern Indiana R. R. Co. Brief history. Cost per mile should be \$38,597.

Pages 262 and 264. Report of Pitt., Ft. W. & Chicago Railway Co. Footing of stock and debt should be \$22,934,233.66.

Page 281. Toledo, Wabash & Western Railway Co. History. Cost per mile should read "a fraction less than \$40,000," (for 522 miles.)

